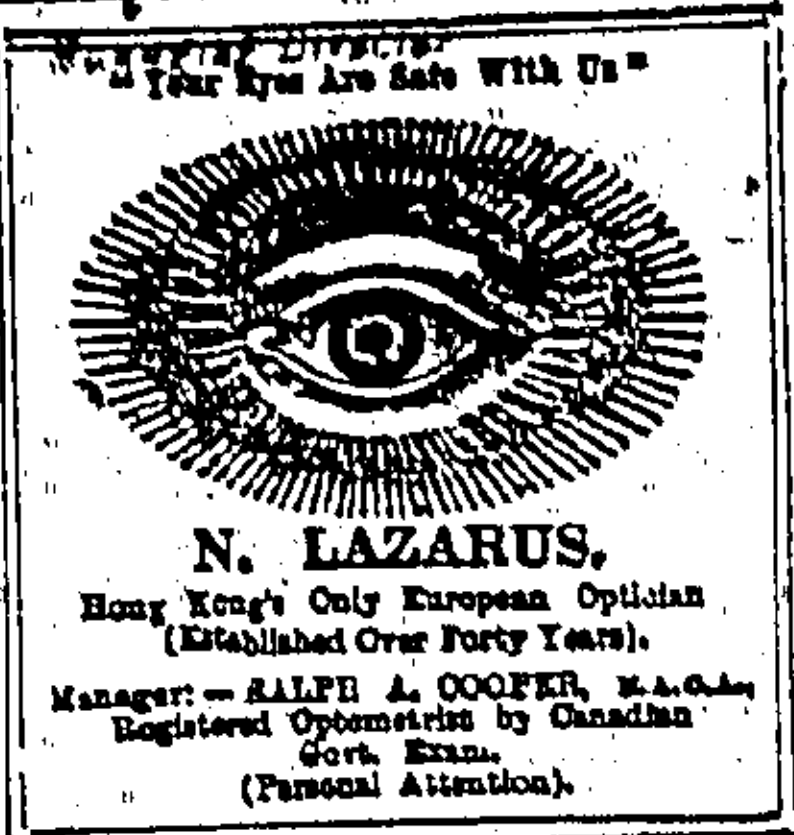


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HONG KONG, WEDNESDAY, MAY 8, 1929.

叁拜禮 日捌月伍年九廿百九仟壹英

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after April 8th, 1929, until further Notice (all previous
Time Tables cancelled.)

STATIONS	No. 1		No. 2		No. 3		No. 4		No. 5		No. 6		No. 7		No. 8		No. 9		No. 10	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Kowloon Dep.	6.40	8.05	8.30	9.15	10.00	12.10	1.15	2.31	3.30	4.30	5.40	7.35	8.45	9.15	10.00	12.10	1.15	2.31	3.30	4.30
Yau Ma Tei Dep.	6.49	8.14	8.39	9.24	10.09	12.19	1.24	2.40	3.39	4.39	5.49	7.44	8.54	9.24	10.09	12.19	1.24	2.40	3.39	4.39
Shatin Dep.	7.01	8.26	8.51	9.36	10.21	12.31	1.36	2.52	3.51	4.51	6.01	7.56	9.06	9.36	10.21	12.31	1.36	2.52	3.51	4.51
Tai Po Dep.	7.15	8.40	9.05	9.50	10.35	12.45	1.50	3.06	4.05	5.05	6.15	8.10	9.20	9.50	10.35	12.45	1.50	3.06	4.05	5.05
Market Dep.	7.30	8.55	9.20	10.05	10.50	13.00	2.05	3.21	4.20	5.20	6.30	8.25	9.35	10.05	10.50	13.00	2.05	3.21	4.20	5.20
Fanning Dep.	7.50	9.15	9.40	10.25	11.10	13.20	2.25	3.41	4.40	5.40	6.50	8.45	9.55	10.25	11.10	13.20	2.25	3.41	4.40	5.40
Shum-chun Dep.	7.55	9.20	9.45	10.30	11.15	13.25	2.30	3.46	4.45	5.45	6.55	8.50	10.00	10.30	11.15	13.25	2.30	3.46	4.45	5.45
Shum-chun Arr.	7.41	8.45	9.13	10.21	10.58	12.08	2.18	3.15	4.00	5.39	6.38	8.33	9.43	10.13	11.08	12.18	3.15	4.00	5.39	6.38
Canton Arr.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

DOWN TRAINS

STATIONS	No. 1		No. 2		No. 3		No. 4		No. 5		No. 6		No. 7		No. 8		No. 9		No. 10	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Canton Dep.	—	—	—	—	8.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shum-chun Dep.	7.17	8.03	10.24	11.27	11.47	9.53	4.39	5.47	6.42	7.07	—	—	—	—	—	—	—	—	—	—
Shum-chun Arr.	7.25	8.11	10.42	11.45	12.05	10.11	5.01	6.09	7.04	7.29	—	—	—	—	—	—	—	—	—	—
Fanning Dep.	7.30	8.16	10.47	11.50	12.10	10.16	5.06	6.14	7.09	7.34	—	—	—	—	—	—	—	—	—	—
Tai Po Dep.	7.44	8.30	10.57	12.00	12.20	10.26	5.20	6.28	7.23	7.48	—	—	—	—	—	—	—	—	—	—
Market Dep.	7.58	8.44	11.11	12.14	12.34	10.40	5.34	6.42	7.37	8.02	—	—	—	—	—	—	—	—	—	—
Shatin Dep.	8.11	8.56	11.24	12.27	12.47	10.54	5.48	6.56	7.51	8.16	—	—	—	—	—	—	—	—	—	—
Yau Ma Tei Dep.	8.25	9.10	11.38	12.41	13.01	11.08	6.02	7.10	8.05	8.30	—	—	—	—	—	—	—	—	—	—
Kowloon Arr.	8.17	9.02	11.32	12.35	12.55	11.00	5.55	7.03	7.98	8.23	—	—	—	—	—	—	—	—	—	—

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SAILING ROUND CAPE HORN.

AN OLD SHELL-BACK'S REMINISCENCES.

WHEN A MUTINY NEARLY OCCURRED.

A SKIPPER'S PRAYERS AND DEAD-RECKONING.

With about eight months of my
time still to serve, I was trans-
ferred at Rio de Janeiro with the
officers and three other junior ap-
prentices from the ship Ben na
Caillish to the barque Ben Rosali
of the same company.

I was promoted to third mate,
without any pay, of course, but I
got cabin food, which was a god-
send to a growing youngster, and
living in the cabin I was able to
hear the discussions that went on
between the mate and the second
about the Old Man.

He was a queer old shellback was
Captain Greg. I don't think he
spoke half a dozen words to anyone,
outside of his orders, except the sail-
maker, during the whole of the
voyage.

Clawing Into the Wind.

With Sails he was always quar-
relling—a cloth in a staysail, the
lead for a leechline, anything that
was sailerising. Their quarrels
never came to anything, just two
old seamen enjoying themselves.
Sails was as silent and full of
moods as the skipper. He spoke
more to himself than to anyone else.
Captain Greg wasn't a bit like the
Old Man of my last ship, who
would damn the eyes of the man at
the wheel regularly, curse everyone
for soldiers and landlubbers when
things were going wrong or we had
a head wind, and be a hail-fellow-
well-met with his officers when
things were going right.

We had good luck till we lost the
S.E. Trades, and then a succession
of moderate easterly gales, which
was most unusual. Still, no
one could see any need for the Old
Man to keep clawing into the wind
as he was doing. As the second
mate expressed it, "What does he
want to keep her close hauled for
unless he means to go outside the
Falklands? Why doesn't he let us
go free to the westward? The old
fool's crazy." Even the crew were
beginning to talk about it. They
knew little enough of the ship's
position, but they did know that
we shouldn't be close hauled with
an easterly wind.

A Heavy Squall.

Old Greg made no sign, although
the uneasiness of the crew must

have been apparent to him. "Keep
her full and bye, Mister," was his
nightly order when retiring, and he
bobbed up during the night at in-
tervals to make sure that his order
was being carried out.

One morning when we were south
of forty the wind shifted. A heavy
squall from the southward caught us
unexpectedly aback. The skipper,
instead of being annoyed, as one
would have expected, seemed quite
pleased. He performed a fine piece
of seamanship, made a stern board,
put the ship on the port tack and
steered east. Here was a nice bit
of navigation! We were bound on
a Horn passage and the Old Man
was steering a course with a fair
wind—east.

Someone suggested that he was
frightened of the Horn and was
going to run the eastern down
round the Cape of Good Hope, but
that was ridiculous, and in any case
the Old Man never gave anyone the
impression that he was frightened
of anything. It was inexplicable
to us. This strange alteration of
course occurred in the morning
watch when the second mate was in
charge.

Asked for an Explanation.

When the mate came on deck to
take over and heard the second's
account of the affair he was much
upset. "My God," he said, "he
can't be going round the Cape.

"It's unthinkable, and yet where
the deuce is he going?" (When
seamen talk of the Cape, they mean
the Cape of Good Hope. When
they speak of the Horn it's Cape
Horn they mean.)

As the second couldn't answer his
question he left him on deck and
went down to the skipper for an
explanation which he had every
right to expect. Soon he came up
more perplexed than ever. "He'll
tell me nothing. Get your sextant.
You and I have to take sights.
He's mad. I can see me taking
over before long. Just looked at
me and said you and I had to get
a fix."

He prepared to take his sight.
The Old Man was satisfied with the
ship's position, and kept the ship
steering east for two days. Matters
were becoming serious. The crew
couldn't help seeing that the mates
were puzzled. They knew them-
selves were steering a course
that would take us many miles out
of our way. The bos'n and carpen-
ter, as well as the second mate, had
advised the chief to take over from
the Old Man, but this the chief was
very reluctant to do.

The Noon Position.

It was such a serious step, and
he had all the seamen's dread of
usurping authority. Not one of us
had any doubt that the Old Man
was mad, and that something would
have to be done sooner or later.

Shortly after noon on the second
day of our steering east things came
to a head. The skipper had been
very particular about his noon
position, which in itself was enough
to worry the chief. What did
twenty miles matter to us where we
were, hundreds of miles from land?
But shortly after two bells he back-
ed the main yards and shivered the
fore. What would happen now?
The ship's company waited. We
looked at one another.

Suddenly and quietly the captain
was down on his knees on the poop.
The wind was strong and squally,
with a rough sea running. Clouds
were banking up to the southward,
and there was every prospect of bad
weather—not at all the time to lay
a ship to. Yet here was our mas-
ter, who was obviously a good sea-
man, doing a very unseamanlike
thing without, to us, any reason.

Felt Ashamed.

Perhaps the gun had helped. He
never wore a hat in the tropics.
Anyway he was mad. The mate
would have to take over. The mate
must have thought so himself, for
both the officers left the group of
men in the waist and started to
walk aft. They were stopped by
the sailmaker. The old clam spoke
at last.

"Don't do nothing, Mister. He
always do dat in dis place. Lat-
tude 43deg. 20min. S., longitude
57deg. 48min. W., wasn't it?"

"Yes," answered the mate,
astonished at the accuracy of the
old man's position.

"He always do dat in dis place,"
Mister," continued Sails. "Twenty
year ago he lose his son overboard
here. Yen he get near he always
come and pray. By-an-by we go
on all right. You see."

And so it proved. When Old
Man had finished praying, while we
all uncovered and stood sheepishly
ashamed of ourselves, the ship was
close hauled on the starboard tack
and we stood away to the S.E.

"Why didn't you tell me, sir?"
said the mate. "I would have
understood."

"You would have argued, Mister,
and I won't have arguments. What
I want is trust," answered the Old
Man.

But it was nearly mutiny. If the
old sailmaker hadn't spoken it
would have been.

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Diary of Coming Events.

To-day.
(May 8.)

Shanghai Races, 3rd day.
Nippon Club, Art Exhibition,
open, 9 a.m.
Wah Yan College, Athletic Meet-
ing, Caroline Hill, 1 p.m.
Queen's Theatre: "Ladies Must
Dress."

World Theatre: "The Chorus
Lady," 5.15 and 8.15; Chinese Pic-
ture "The Girl General," 2.30 and
7.15; and Chinese Magicians at all
houses.

Star Theatre: "The Awful
Truth."
Tea Dances: H.K. Hotel and
Peninsula Hotel, 4.30 p.m.

Dinner Dance: Peninsula Hotel,
8.30 p.m.

Thursday.
(May 9.)

Ascension Day.
China Underwriters, Ltd., 5th
annual general meeting, Messrs.
Showan Tomes Board Room, noon.

Queen's Theatre: "The Crowd."
World Theatre: "The Thief of
Bagdad."
Star Theatre: "Lights of Old
Broadway."

Tea Dances: H.K. Hotel and
Peninsula Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel,
8.30 p.m.

European Mails:—Inward:
Europe via Siberia (Hague Maru);
Europe via Suez (Delta). Out-
ward: Europe via Siberia (Delta),
2.30 p.m.

Friday.
(May 10.)

Christian Fellowship Meeting,
Helena May Institute, 10.30 a.m.
Union Church Hall, jumble sale,
2.30 p.m.

H.K.V.D.F. Smoking Concert
and Dinner.
Queen's Theatre: "The Crowd."
World Theatre: "The Thief of
Bagdad."

Star Theatre: "The Student
Prince."
Tea Dances: H.K. Hotel and
Peninsula Hotel, 4.30 p.m.

Dinner Dance: Peninsula Hotel,
8.30 p.m.

Saturday.
(May 11.)

Shanghai Races, last day.
St. Joseph's College Athletic
Meeting, Sookunpo.

Lawn Bowls:—Division I.: Kow-
loon Dockers v. Tai Koo, Craigengow-
er v. Civil Service, Kowloon Bowling
Green v. Police, Kowloon C.C. v.
Recreio, Division II.: Recreio v.
H.K. Electric, Tai Koo v. Kowloon
C.C., Civil Service v. Kowloon
Bowling Green, Yacht Club v.
Craigengower.

Tennis:—"A" Division: Craig-
engower v. M.B.K., H.K.C.C. v.
Chinese R.C., South China v. In-
dian R.C. "B" Division: Recreio
v. Kowloon C.C., H.K.C.C. v. R.E.
and R.S., M.B.K. v. Nippon Club,
University v. Indian R.C., Chinese
R.C. v. South China. "C" Divi-
sion: Recreio v. R.A.O.C., Civil
Service v. R.E. and R.S.

Concert: Wesleyan Sailors' and
Soldiers' Home, Fraya East, 9 p.m.
Queen's Theatre: "The Crowd."
World Theatre: "The Thief of
Bagdad."

Star Theatre: "The Student
Prince."
Tea Dances: H.K. Hotel and
Peninsula Hotel, 4.30 p.m.

Dinner Dance: Peninsula Hotel,
8.30 p.m.

European Mails:—Outward:
Europe via Marseilles (Kalyon),
10.30 a.m.

Sunday.
(May 12.)

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CATHOLIC MOTOR- ISTS.

ANTICIPATED EXODUS TO ROME.

By reason of the recent signing of the peace pact between the Vatican and the Italian Government, there may be expected a great affluence of foreign Catholics to Italy. While their first thought will naturally be Rome, and the newly-created Vatican City, other parts of the country cannot fail to attract the thousands who will travel by car or who will make use of the very efficient motor coach services existing in all parts of the peninsula.

Charm of Tuscany.

The splendours of the Dolomites, the charm of the Tuscany valleys and the wild beauty of Sardinia can all be seen from one of the many luxurious Fiat-Spa coaches, operating with reliability and regularity, or from a seat in the visitors' own car.

While the art treasures and natural beauties of Italy are famed the world over, the country has had an indifferent reputation for roads. It must be recognized, however, that there has been a wonderful improvement of late, the great highways being modernized and made more suitable for motor traffic.

Further, by reason of the activity of the Fiat Company, there is now a chain of efficiently managed garages throughout Italy, in which the visitor, no matter what make of car he may be driving, will receive courteous treatment and efficient help.

REAL PROGRESS.

Looking through some back numbers of *Motor Cycling*, writes "Carbon," I was struck by the extraordinary ramshackle appearance of the popular machines of only two or three years ago. When one comes to compare them with modern machines it must be admitted that bigger strides have been made of late in connection with appearance than in any other way.

There is something "bunchy" and neat about present-day models, apart altogether from their colour schemes, which, to my mind, is remarkably appealing.

One unmistakably receives the impression that various components have been considered collectively rather than individually, that gradually each has been designed to co-ordinate with the others until the present "one-piece" job has appeared.

MOTORIST TO PAY £1,150.

Damages amounting to £800 were awarded at the London Sheriff's Court to Mrs. Jane Bruce Bevan, of Chancelor Road, Abbey Wood, for injuries she received when she was knocked down by a motor-car driven by Mr. James Wanstend Russell on the Canterbury to Margate Road last June.

Her husband, Mr. Daniel Bevan, was awarded £350 damages to cover expenses arising from the accident. Mrs. Bevan, it was stated, had been permanently crippled, and could no longer attend to her household duties.

MOTOR NOTES

SPARE YOUR CAR! WHY ALL-OUT DRIVING IS BAD.

The "butterfly on the wheel" scheme is always useful to the observer of any moving part of a car, for it enables him to visualize the relative effects of bearing friction on vibration, while it also teaches him to have patience with a piece of machinery, which maintains accuracy under conditions of gross misuse, writes Professor A. M. Low in *The Motor*. I suppose there is no other kind of engineering practice in which a delicate product is so badly used, neglected and thrown from pillar to post in circumstances which the owner-driver regards as entirely normal.

There is a great deal in "hands and feet" in car driving. Cars that are sympathetically handled, eased round corners and on hill-tops, last far longer in a condition of treacherous smoothness. It is well known that if an engine is given an occasional breather on the throttle it helps lubrication to be renewed and prevents bearing wear. This is very noticeable under conditions which permit of the throttle to be maintained in one position, conditions, by the way, which seldom occur upon the road.

Most racing men will say that there are very few cars in the world that will stand up to 30 miles "all-out" driving. I believe this is quite a useful point about the general type accelerator pedal, upon which it is virtually impossible to maintain the foot in one even position.

A driver should always remember that the slightest vibration in one part of a car may be transmitted throughout the chassis. A useful example is the case of an engine subjected to crankshaft vibration and rendered vastly smooth by the slight frictional drag of a belt-driven fan.

COMBATING TAXATION.

During the past few years, states *The Commercial Motor*, the burden of motor taxation as a whole, and that of the commercial motor in particular, has been increased to such an extent as to be grossly unfair and seriously to threaten the existence of the transport industry, which is vital to the business prosperity of this country.

The increase in the price of petrol resulting from direct taxation and the recent addition by the petrol combine have dealt further staggering blows cumulative in their effects, and it behoves all concerned in the business of transport by road to fight tooth and nail against further impositions.

Despite all that has been said by the railways, the road-haulage industry has already been hard hit, and the actual tonnage carried today is less than it was a year or two ago. If taxation be further increased the situation will become even more serious, and thousands of hauliers who are at present struggling to keep their vehicles in service may have to go out of business, thus adding to the existing difficulties of unemployment.

MOTORCYCLISTS AND HOSPITALS.

Sir Arthur Stanley is chairman of the Royal Automobile Club, he is also chairman of the British Red Cross Society and of St. Thomas's Hospital, and he has pointed out that hospitals recover from those responsible for road accidents only about one-eighth of their cash outgoings. This seems, to *Motor Cycling*, to be a deplorable state of affairs. It indicates a reluctance on the part of road users to pay for the repair of their injuries and for the damage which they do to others, but it indicates still more, in our view, an unfortunate set of circumstances, or attitude of mind, from which the hospitals appear to suffer. We feel certain that, at least so far as motor-cyclists are concerned, the cost of treatment would be almost invariably defrayed if tactful representations were made.

LONDON'S AIR TAXIS

TWO AERODROMES TO BE CONSTRUCTED.

A FLYING SCHOOL.

London is to have air taxis in June, when the new air park opens at Hanworth, twelve miles from Hyde Park Corner. Two aerodromes are being laid out in the midst of its 230 acres, one for the air taxis which will fly to any part of the country at a shilling a mile, and for test and demonstration flying; the other, with lock-up aircraft garages, as part of an aviation country club, with ballroom, residential accommodation, and more than a dozen courts for tennis and squash racquets.

"Experience over a number of years," said Lieut.-Col. Edwards, formerly chief technical adviser on civil aviation at the Air Ministry, "shows that the average individual is quick to acquire the flying sense, and is usually able to qualify for the Air Ministry Class 'A' licence for private pilots after only fifteen to twenty hours' training. The minimum under the club rules will be ten hours' dual instruction, and five hours' solo training under the direction of an instructor."

Personal Tuition.

"At the outset, sixteen light aeroplanes will be stationed at the London air park and six instructors will be available for the use of members. These numbers will be added to as the demand warrants, and the work of tuition will be so organized that every flying member will have an opportunity of qualifying as a pilot within a reasonable period of time."

"Each member learning to fly will come under the personal supervision of an experienced instructor and will be encouraged to develop his, or her, personal attitude for flying in the most natural way. The pilots engaged in this work will be drawn from those who have specialised as instructors."

"There will be a reserve pool of aircraft to replace unserviceable machines without delay, thus avoiding the vexatious interruptions of flying which have been the bane of club flying in the past. This week tests of some of the available types of light aeroplanes were carried out by the Master of Sempill, Sir Allan Cobham, and myself, with the assistance of expert instructional pilots. It is the intention to hold big flying displays at Hanworth and to give Londoners the opportunity of seeing the latest developments in flying and to organise a circus of exhibition flyers. In sporting aviation Hanworth will be the Brooklands of the air."

WILLYS KNIGHT CARS & TRUCKS.

SHOWROOM } "DURO" MOTOR CO., LTD.
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ARMY DEPENDENT ON PETROL.

It would be wrong to say that the new policy of Army mechanisation meets with the unanimous approval of all soldiers. It does not, and since the Army Council have stated their intentions, criticism must be expected.

The first and most obvious is the question of supplies. With the front line mechanised, infantrymen brought up to the field of battle in lorries, commissariat, stores, and ammunition transported by mechanically drawn vehicles, the supplies of petrol required to keep so large a fleet of machines in motion must be very large.

Vital Spots.

How and when are they to be obtained? And, when obtained, where will the supplies be kept, for the petrol dumps will become one of the vital spots on which enemy artillery will fire and which enemy airplanes will bomb? If in days of peace there is murmuring against the price of petrol, what will be the price demanded when the Government require, and must have, enormous supplies?

Another obvious criticism is the supply of travelling workshops to repair vehicles damaged by wear and tear, accident or gunfire.

50 Miles a Day.

If mechanised forces cover fifty miles a day in active operations, the workshops must keep pace with them, as must the supply depots of petrol. This will necessarily entail an elaborate system of organisation behind the front lines with largely increased and highly technical staffs.

The Army will become absolutely dependent upon petrol and mechanical workshops. Once they are destroyed or even impaired the value of the mechanical arms immediately suffers.

The story of what was lost in our transport columns in the retreat from Mons provides the best object lesson, and shows that the problem of maintaining these vital adjuncts of a mechanised force is of paramount importance.

Unless it is satisfactorily solved mechanisation fails.

As it is, mechanisation falls under two distinct heads. It is quite right and within the bounds of practicability to further schemes which will simplify the transport problem, enable impedimenta to be carried behind an army in motor lorries, give motor cookers to all units, permit men to be brought up fresh with the minimum of equipment to near the firing line. It is another thing to convert the actual fighting troops into mechanised forces.

A third criticism is the danger of soldiers losing their senses of initiative and independence, and becoming more mechanists than soldiers.

It was our boast that the spirit of our men enabled them to beat the German machine of soldiery. It seems indeed, with a mechanised Army as our mainstay, that any serious setback will compel the men in the workshops to drop their tools and hastily shoulder their rifles.

Glorious Falsals.

The old and glorious infantry ideal will disappear, and men who are employed chiefly as mechanists can never hope to equal the fine type of infantryman which was and should always be the ideal of the Army's ambition to maintain.

Last, but not least, nearly half the Army is stationed in India or in tropical climates.

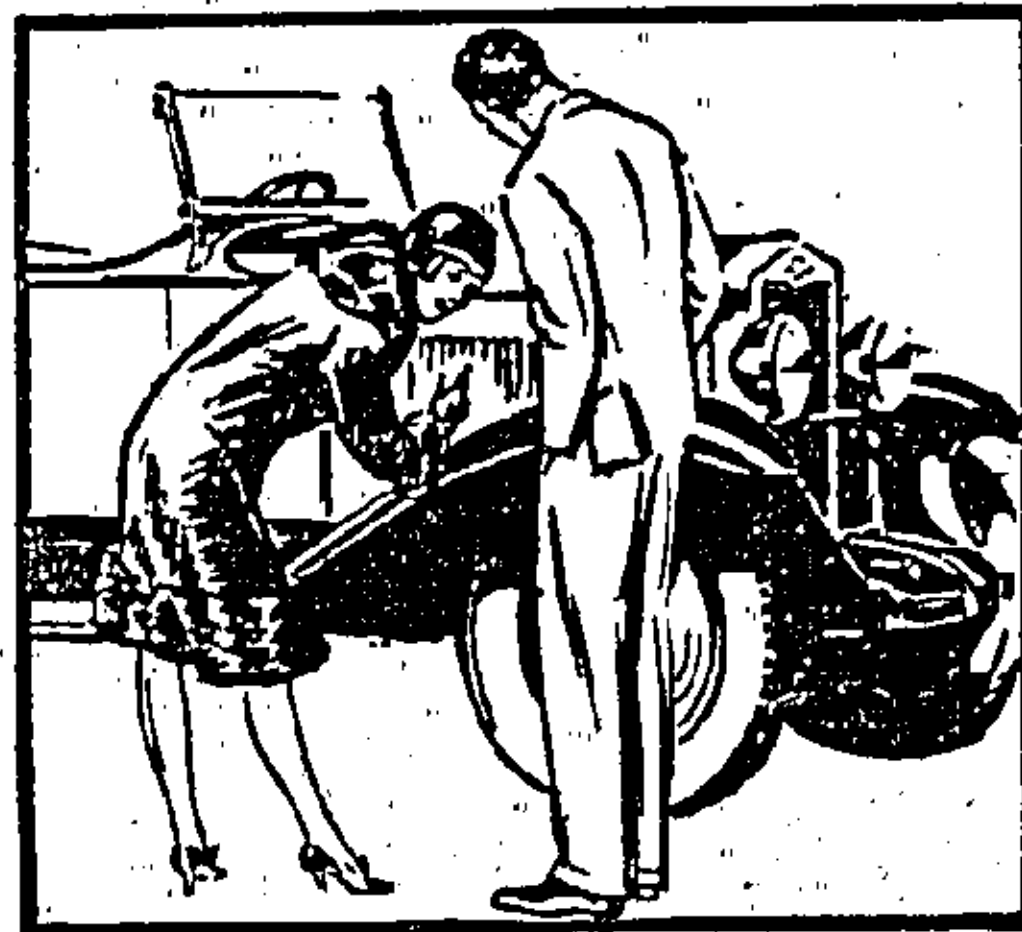
There the conditions and the terrain are vastly different from those of Aldershot and Salisbury Plain. It is known that India is not in favour of the "whole-hog" policy of mechanisation. But India will have to adopt it if the Army at home does.

Special Purpose.

The military authorities in India are wise, for they realise that no enemy general would choose ground that would be suitable for tanks and armoured forces if it could possibly be avoided. It would be wise to beware before the commitment to mechanisation goes too far that we are not preparing an army for a special purpose which might never arise and would never arise if any potential enemy could help it.

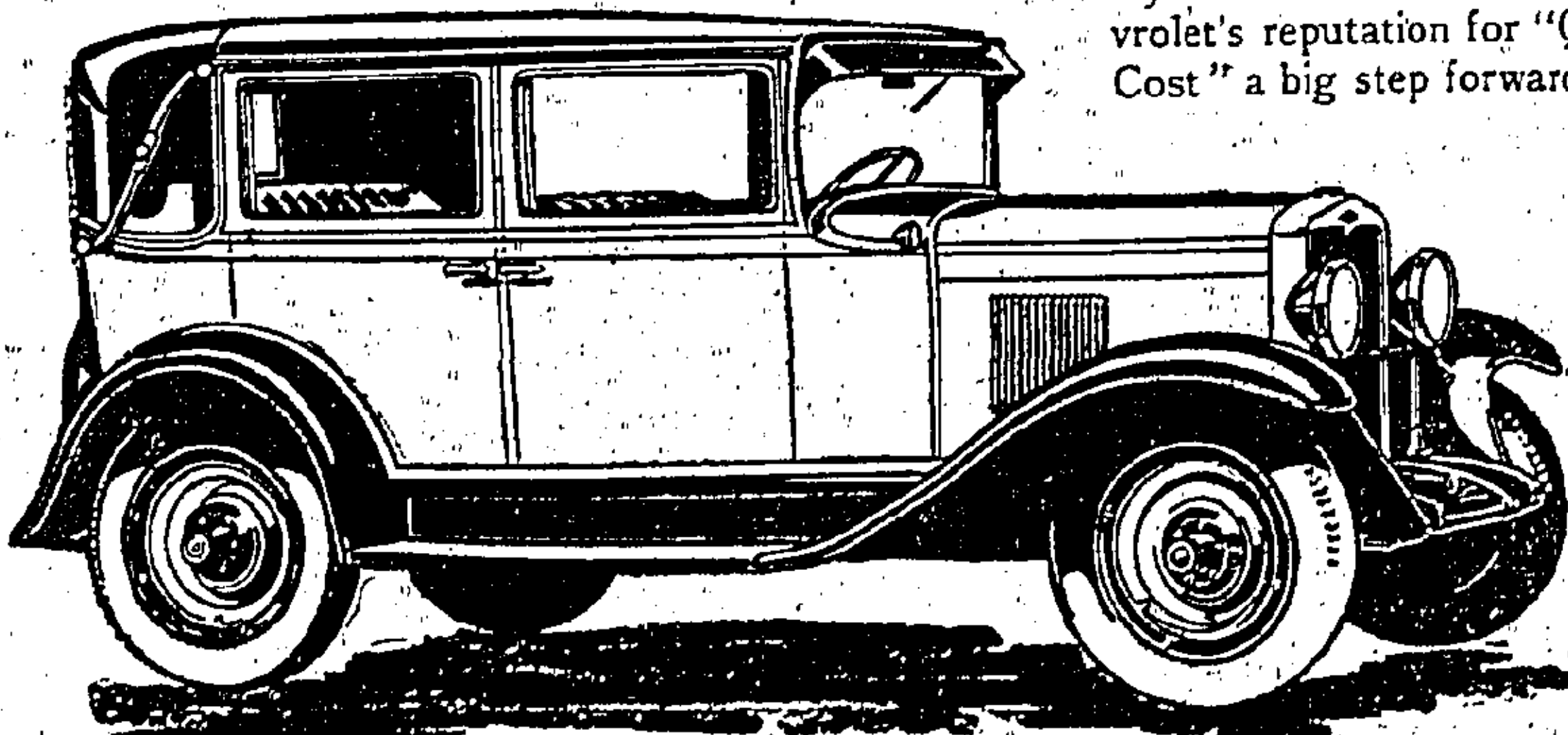
Immense transport facilities by sea would, moreover, be needed to move a mechanised Army, with all its impedimenta.

What a quiet engine for such a powerful car



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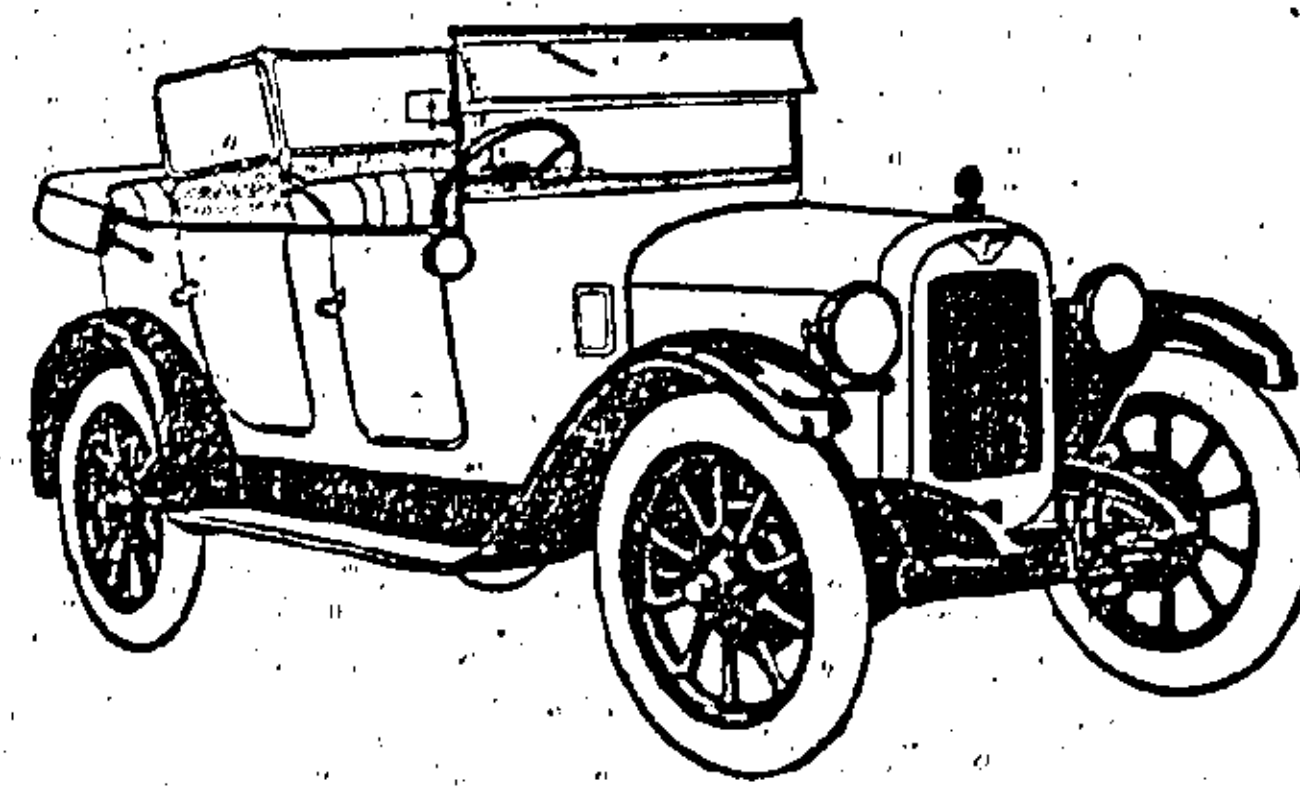
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[A.P.S.]

MOTOR NOTES.

AUSTIN PRICE ADVANCE.

NEW PRICE LIST IN JULY.

An advance in the export prices of all models is announced by the local Austin agents, Alex. Ross & Co. (China), Ltd., who have re-estimated a cable from their principals intimating that the increases will come into force on all cars shipped after the 1st instant. The home retail prices were advanced earlier in the year to meet the increased costs of production, but it was then hoped that no change in export prices would be necessary.

Local prices will remain unchanged until July 15, when the new list will be as follows:—

Austin Seven Touring Model	HK\$1,425
Austin Seven Saloon	1,690
Austin Twelve Clifton Tourer	2,560
Austin Twelve Open Road Tourer	3,075
Austin Twelve Burnham Saloon	3,500
Austin Sixteen Clifton Tourer	3,245
Austin Sixteen Open Road Tourer	3,440
Austin Sixteen Burnham Saloon	4,050

Reference has recently been made to the strike at Longbridge Works, but it is understood that this was of short duration and production has now returned to normal.

ANOTHER ATTEMPT AT SPEED RECORD.

NEW DESIGN.

Mr. Kaye Don, the Brooklands driver, undeterred by the announcement of Major Segrave that he is "through" with high-speed motor records, is now completing arrangements to take a car to Daytona Beach next year for the purpose of eclipsing the present record, and holding it for Great Britain against any American attempt to beat Segrave's 231 miles an hour.

As announced in January last, there is being constructed in the midland workshops of a motor racing company, a super car, the motive power of which will consist of two engines, each developing 1,000 h.p., of entirely new design—the outcome of many years experimental work by a French engineer—and built to achieve a maximum speed of 270 miles an hour.

Mr. Don said recently: "I am crossing to Paris to complete arrangements for my attempt. All preliminary details have been settled, and from now onwards I shall be looking forward to the day when I fulfil my life's ambition."

"In the meantime I have a strenuous racing season before me, both here and on the Continent. I begin in twelve days' time with attacks on the 50 kilometres, 100 kilometres, 50 miles, and 100 miles Brooklands records, and shall later attempt to break my own record for the fastest lap on that track." It is believed in motor circles that with perfect streamlining and an engine or engines as powerful as that used in the Golden Arrow, the world's land speed record will reach five miles a minute.

SAFER ROAD SURFACES.

ABOLISHING THE PERIL OF ASPHALT.

The scandal of roads laid so dead smooth that they are veritable death-traps after the slightest fall of rain, and a solution to this pressing problem of modern traffic conditions, have been discussed recently at a conference representative of two dozen organisations connected with the modern highway.

The result is published in a booklet just issued, entitled "British Standard Specifications for Asphalt Road Surfacing," which contains the following significant passage:—

With a view to providing a roughened surface asphalt after initial compression, and while still warm and in a plastic condition, shall be covered with a layer of approved, clean, hard half-inch or three-quarter-inch gauge chipping which shall be then rolled or otherwise pressed into the asphalt so as to project above the surface.

If this is enforced it will, it is believed, be the end of death-trap roads. As far as can be seen there is no reason why it should not be enforced. The Ministry of Transport, which holds the purse strings of the Road Fund at home, has the power.

It has circulated a letter recently to road authorities to the effect that those who desire to avail themselves of Road Fund grants will be expected to adopt the methods outlined above.

The feature of the asphalt road is its extreme hardness and immunity from softening in hot weather.

NOTED WRITER'S MOTOR TOUR.

TO RE-DISCOVER AMERICA.

Bob Davis, claimant to the title of the most widely travelled newspaper correspondent in the world, is now re-discovering the United States for the New York Sun and the Bell syndicate in a Willys-Knight Sedan. With him is Frederick Faust, the novelist.

Their official start began, as a re-discovery of America properly should, at Columbus Circle in New York City, which is labelled "Mileage 0" in the guide books. During the next three months they expect to wander through nearly every State in the Union looking for pieces to put in the "Bob Davis Recalls" column of the Sun and other newspapers. When last seen, the back seat of the sedan was loaded to the spring-breaking point with portable typewriters, clean copy-paper, and fishing paraphernalia. Faust was at the wheel. Davis was engrossed in a road guide, and practising words to say at detours.

From New York they will journey south, then west to the Pacific coast, north to Washington, and back to Columbus Circle. Or they may do something else. The main idea is 1,000 words per day with distance and direction secondary.

MOTORIST'S REPLY TO CHANCELLOR.

"COMPLETE TRAVESTY OF THE POSITION."

The deputation from the conference of twenty-two motor organisations which waited on the Chancellor of the Exchequer to plead for reduced motor taxation have issued a statement criticising Mr. Churchill's unfavourable reply. The statement says:—

Mr. Churchill's references to "fortunate" and "buoyant" motorists suggest that owners of motor-cars and motor-cycles are wealthy and privileged persons. The fact is that these vehicles are indispensable for many professional and business purposes and as an aid to the better and healthier distribution of population.

The Chancellor's observations on the subject of road accidents were irrelevant to the case with which he was dealing, and misleading.

In his references to protected British motor manufacturers Mr. Churchill gave a complete travesty of the position.

The British industry enjoys no greater protection than that of any competing country, nor is it the only British industry that is protected.

"The conference of motor organisations," it is stated, "contends that motor taxation can be reduced and road improvement developed on a large scale if the revenues are applied to the purposes to which they were originally pledged and a sound financial policy be adopted by the Government."

GIRL MOTORIST CENSURED.

CORONER ON DANGER OF DOGS IN CARS.

"I consider it very wrong for a motorist to have a dog on the near side of the driving seat," said Dr. W. A. Whitehouse, the coroner, at a Deptford inquest. The case was one in which Jane Manning, aged seventy-three, of Ringstead Road, Outford, had just left a post office after drawing her old age pension, and was crossing the main road, when she was knocked down by a motor-car.

The jury, returning a verdict of "Accidental death," added a rider that the driver of the car, Miss Ada Mary Thompson, aged twenty-one, of Plough Lane, Wallington, should have exercised more reasonable care.

The coroner said he understood that Miss Thompson had an Airedale dog on her near side. He felt sure that she had lost her head in the emergency.

AN AID TO REVERSING.

Reversing in the dark is always rather difficult, says *The Commercial Motor*, particularly so when the vehicle is a long one with an enclosed body which cuts off the driver's view rearwards. Many men overlook the fact that certain types of spotlight which are commonly fitted to coaches and other vehicles can be turned around to face towards the back of the machine, often without having to leave the driving seat to effect the adjustment. This tip may save a good deal of paint, varnish and language.

MOTORING ON THE WATER.

A RAPIDLY GROWING SPORT.

Motor-boating, which was once the prerogative of a selected few, has of late years been coming much to the fore and promises to become a popular sport.

Nowadays but reads are too crowded to get the pleasure that one used out of mere motoring; the car has become more of a necessary means of transport than a pleasure; and the recent English "discovery"—for that is what it amounts to—of the fast motor launch, or speedboat as it is termed in America (where this type of boat has been in familiar use for twenty years or more), has given a tremendous impetus to the public interest in this pastime.

Reliable and Fast.

A layman cannot travel about from place to place in a sailing boat without a knowledge of sailing, winds and tides, and so on; it is only experience, and much of that, which will enable a man efficiently to handle such a craft. Besides which, in these restless days, very few of us can afford the time to go sailing—very pleasant though it is—or the means to maintain the upkeep necessary to a presentable sailing yacht.

A speedboat, on the other hand, is no more expensive than a good car, is not too expensive to run, and is even easier to drive than a car because there is no gear-changing, no cross-roads, and nothing like as much traffic to avoid.

They are reliable; and besides taking you out into the fresh air, put into your hands a means of

fast and efficient transport by water as well as a considerable amount of thrill, novelty and excitement without any personal danger. There is also a great development on parallel lines of the outboard motorboat. This must not be confused with the speedboat proper, or one is liable to disappointment.

Various Models.

The difference between the two is rather analogous to the difference between a motor-cycle and a car. The outboard motor-boat consists of a light hull—usually to hold one or two persons, although lately larger models have been put on the market—and a detachable engine and propeller unit, which is attached to the stern of the boat.

It has a great deal of popularity, because it is naturally cheap, and light and portable. As in the case of a motor-cycle, the engine is

small, light, and silencing is not of primary importance. It uses much less fuel than a speedboat, and quite high speeds are attainable.

The hulls, being necessarily of light construction, are inclined to be fragile, and such a boat must not be expected to stand heavy weather. There is, however, a great deal of fun to be obtained with these little things; and one great advantage, due to their extreme portability, is that they can be used on inland waters so conveniently.

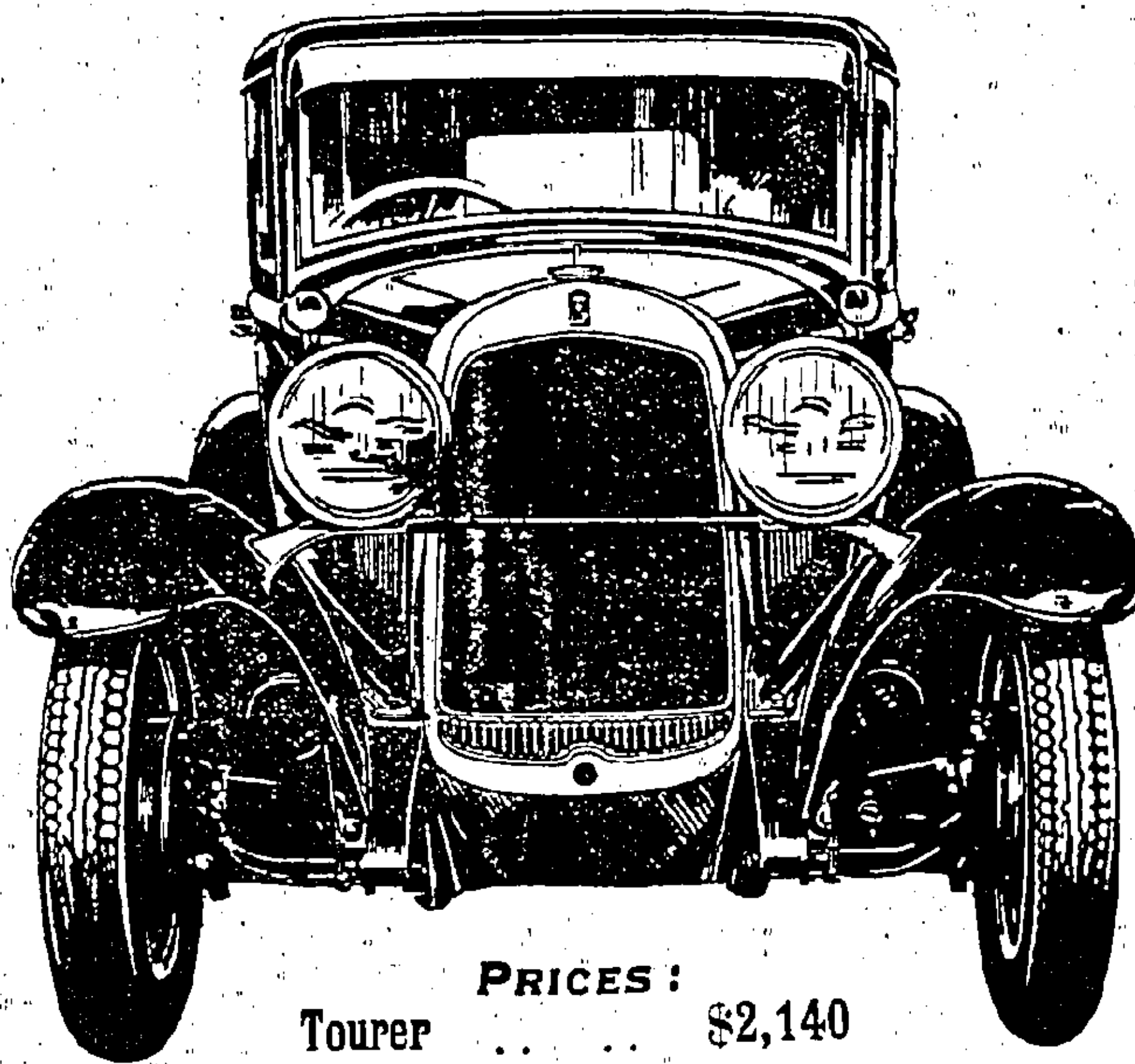
There are several makes of boat, but, as a rule, they follow one general design. The control position is forward, with a steering-wheel, lighting and so forth like a car. There are usually seats for five or six people, then the engine (totally enclosed), and at the stern (Continued on next Column).

WARNING POSTS.

Highway authorities, it is learned, have the Minister of Transport's approval to acquire and erect A.A. safety posts wherever they are needed. These posts, which are already to be seen on many of the new by-pass roads, are about 2 ft. in height and carry a little red safety-first triangle, which sparkles when the lights from headlamps fall upon it. For denoting danger points, writes "Focus," in *The Light Car and Cyclecar*, they have always struck me as being singularly practical, whilst they are of great value in warning one of nasty bends and corners.

seats for two or three more passengers; the petrol tank being right aft out of harm's way.

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Roadster	2,640
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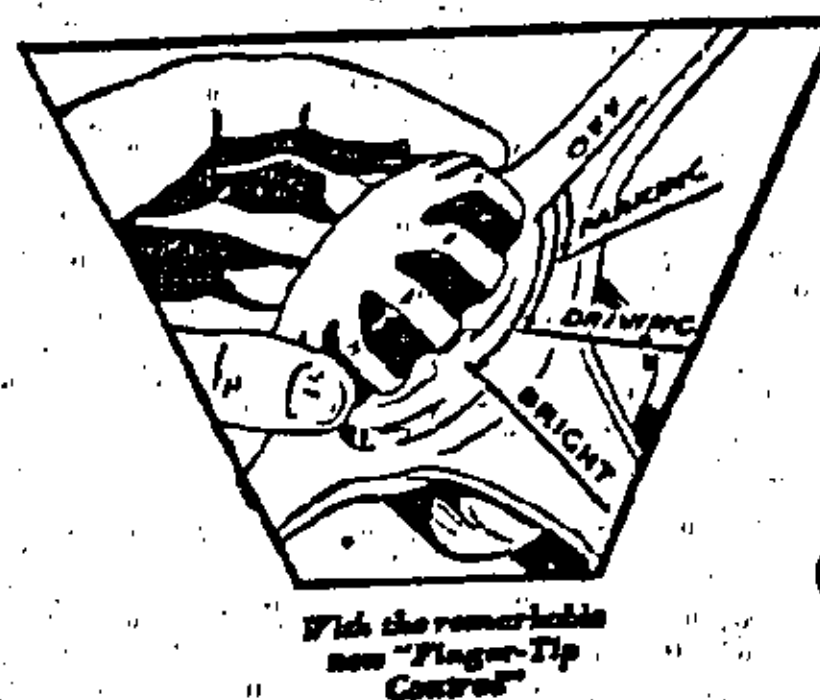
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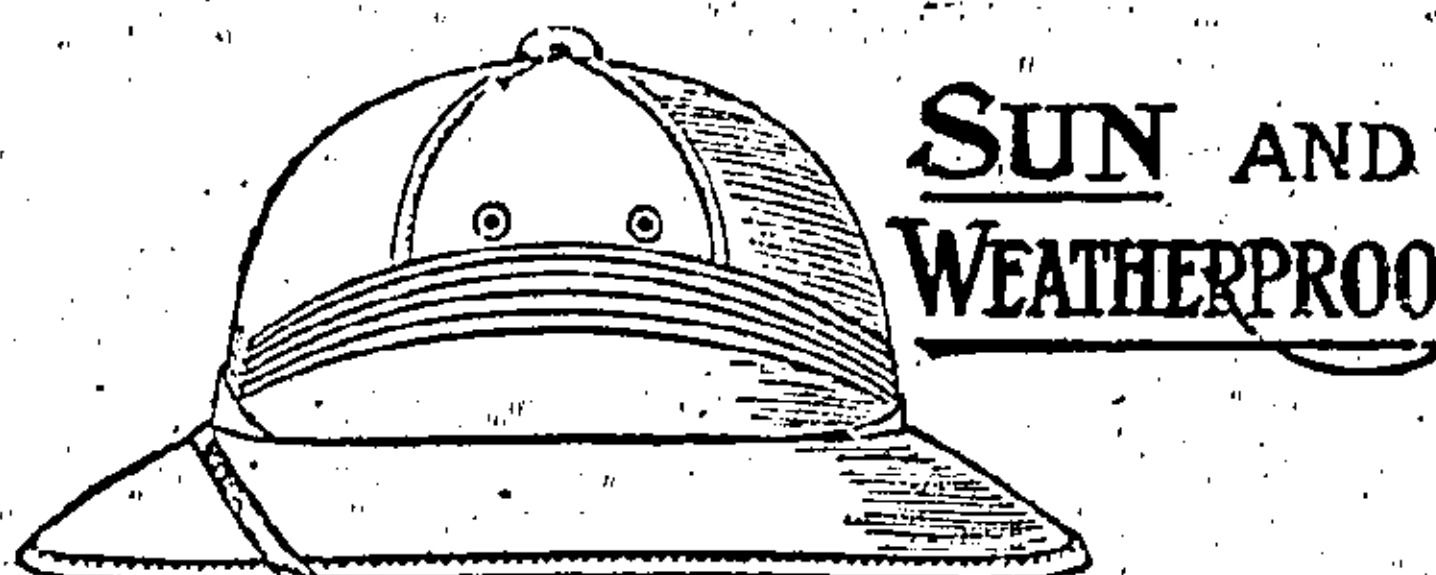
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GENTS' OUTFITTING DEPT.

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WORLD'S LARGEST BUILDING.

A REMARKABLE STRUCTURE.

The biggest building in the world—the Airship factory and dock being constructed in Akron, Ohio, U.S.A., by the Goodyear Zeppelin Corporation, covering eight and one-half acres of level floor space under a single roof, contains many novel engineering problems.

Perhaps the greatest problem of all was to determine the shape of the structure, so that it would offer the least practicable resistance to and disturbance of air currents. This problem was solved by shaping the building like an egg cut in two the long way.

This required that the doors at each end of the structure be of unusual shape, instead of the usual straight type of doors. These are of the "orange-peel" type, each door resembling in shape that of the skin of one-quarter of an orange.

Such a huge structure of steel (the building is entirely of steel, both frame and roofing) changes its shape constantly as the temperature of the air rises and falls. As the air becomes warmer, the length increases and also the height. As the air cools, the reverse occurs.

Expansion and Contraction. Providing for these changes is one of the engineer's principal problems, and in this building it is solved by placing the entire structure on rollers and allowing it to expand and contract freely.

An explanation as to the purpose of the building is necessary to get a mental picture of just what the huge structure will look like.

The Goodyear concern has taken a contract to build two 6,500,000 cubic foot helium airships for the Government to be used in naval service. They will be the biggest airships in the world, nearly three times the size of the present Navy ship, the Los Angeles, and nearly twice as big as the German ship, Graf Zeppelin.

As the airships will be assembled in Akron, where the many facilities and man-power of the Goodyear Company's huge tyre plant are available, the company acquired some 60 acres of ground at the municipal airport—less than a mile from its main plant—for the airship shed and operations area.

Room for 14 Football Games.

The greatest part of a mile of this ground will compose the site proper for the factory and dock. In actual dimensions, the building will be 1,175 feet long, 325 feet wide, and 205 feet high, a building big enough to obscure the national Capitol at Washington, except for a bit of the spire; to thrust the Woolworth Building and the Washington Monument in together lengthwise and lose them, or to stage 14 football games at once and have room to spare.

The building is supported by huge

arches of structural steel, each arch being curved, and hinged at the lower ends, or shoes, and at the centre. These arches are supported on concrete footings which rest upon concrete piles driven to the rock, about thirty feet below the ground surface.

These arches support numerous cat-walks for the convenience of the workmen, and trolley beams for handling materials, for this is a manufacturing building to be used for constructing airships as well as a "roosting place" for the completed ships. Stairs and elevators will provide access to the various stages and platforms used by the workmen.

Of all the engineering problems involved in this structure, however, probably the most unique is that of supporting and operating the doors, or portals at the ends. It is evident that these doors must be of huge size, in order to provide for ingress and egress of the airship, with ample clearances, and must be operated safely and with reasonable speed. When open, these doors must provide a clear opening 180 feet high and 240 feet wide at the bottom, the opening being in the shape of a parabolic arch.

As each leaf, or segment, weighs nearly 600 tons, this weight is carried mostly upon heavy four-wheeled trucks at the bottom of the doors, these trucks running upon circular tracks having a radius of about 200 ft.

Door Hinges Weighing Three Tons.

The doors are held at the top by specially designed hinges or swivels attached to the main structure. Each hinge is built up of forgings and castings, and weighs about 3½ tons.

The doors will be opened and closed by a mechanism composed of four specially designed gears, operated by four 125-horsepower motors. The operating gears engage a rack which is rigidly attached to the door frame.

In the building and extending far out into the field will be, on each side, docking rails upon which small trucks used to take the ship in and out, will operate. These trucks will be pulled by cables, either by mechanical or man-power.

All the piles have been driven, and the pouring of concrete footings is now under way. Students of engineering, from the United States and Europe, are expected to follow with interest the next construction step and probably the most difficult, that of erecting the huge steel girders.

The factory and dock is expected to be at least 50 per cent. completed by midsummer, when preliminary tests will be completed before work of assembling the first of the huge ships is started.

COMPARATIVE CHARACTERISTICS.

The following table of comparison will show how greatly the proposed ships will overshadow the existing American and German craft:

	Los Angeles.	Graf Zeppelin.	ZRS-4.
Nominal gas volume, Cu. Ft.	2,470,000	3,700,000	6,500,000
Length overall, Ft.	658.3	776	785
Maximum Diameter, Ft.	90.7	100	132.9
Height overall, Ft.	104.4	113	146.5
Gross Lift, lbs.	153,000	258,000	403,000
Useful Lift, lbs.	60,000	100,000	182,000
Number of Engines	5	3	9
Total Horsepower	2,000	2,750	4,450
Maximum Speed, Knots	63.5	80 M.P.H.	72.8
Range without refuelling at 50 knots cruising speed, nautical miles	3,500	5,500	9,150

ROUND THE POLICE COURTS.

CONFIDENCE TRICKSTER TRAPPED.

MERCHANT'S WIFE COM- MENDED.

Before Mr. E. W. Hamilton at the Central Magistracy, a Chinese who attempted to obtain \$30 by false pretences, was sentenced to three months' hard labour.

In the course of the case it was stated that the defendant called on the wife of a Chinese merchant, who was at the time in Canton on business. He declared that the merchant was in difficulties, having broken the anti-opium law of the Kwangtung Government and that \$30 was required to pay a fine.

The woman had been prepared for this visit by a letter which was mysteriously dropped into the house through a crevice in the door some days before the defendant's visit. Not believing the letter, she went to Canton, where it was ascertained that nothing of the kind suggested had happened to her husband. The police were informed and when the defendant called he was taken into custody.

After sentencing the man as stated, his Worship warmly commended the lady concerned, adding that many other women would have fallen for such a trick.

BURGLAR SENTENCED.

Remanded from the previous day in order that he might call certain witnesses to say that he was a

hawk, a Chinese who was arrested in Queen's Road West, at 4.15 a.m. on Monday morning, failed to produce his friends.

It was alleged that he was attempting to break the lock of 46, Queen's Road West, and was arrested after a short chase. The defendant told the Magistrate that he was wrongly arrested and that he was out on business when arrested.

He was given an opportunity to find witnesses to verify his story, but no verification was forthcoming and he was sentenced to four months' hard labour.

It was shown that he had a previous conviction for a similar offence.

CUTTING A SAPLING.

A fine of \$5 was imposed by Mr. E. W. Hamilton yesterday on a Chinese youth who was charged with cutting down a sapling on a hillside. His Worship observed that if the defendant appeared before him again, he would be whipped. To a relative who came forward to say he was the boy's guardian, his Worship observed that he ought to have given the boy a better education and to have kept him under better control.

BANISHEES PUNISHED.

Sentence of nine months' hard labour and twenty strokes of the birch was passed by Mr. T. S. Whyte-Smith, at Kowloon Magistracy yesterday on a Chinese who returned to the Colony after he had been banished in 1925 for ten years. Another banished who was caught in Yaumati was sentenced to nine months and fifteen strokes.

THE BIBLE SOCIETY.

H.K. AUXILIARY ANNUAL MEETING.

INTERESTING ADDRESS BY DR. J. H. MONTGOMERY.

The annual meeting of the Hong Kong Auxiliary of the British and Foreign Bible Society was held yesterday in the Helena May Institute. The business—the adoption of the report and balance sheet—was quickly disposed of and the speakers were introduced by the President, the Right Reverend, the Bishop of Victoria (Bishop C. C. Duppuy).

Dr. Montgomery, the President said, had come to speak on "The Bible in the World." He was well-known to most of those present and had worked in China for 25 years, mostly in Amoy, and was now in charge of the Matilda Hospital. Dr. Montgomery had accepted the position of Hon. Treasurer to the Society and he hoped that he would remain in office as long as his predecessor, Dr. Sanders, had done. (Applause.)

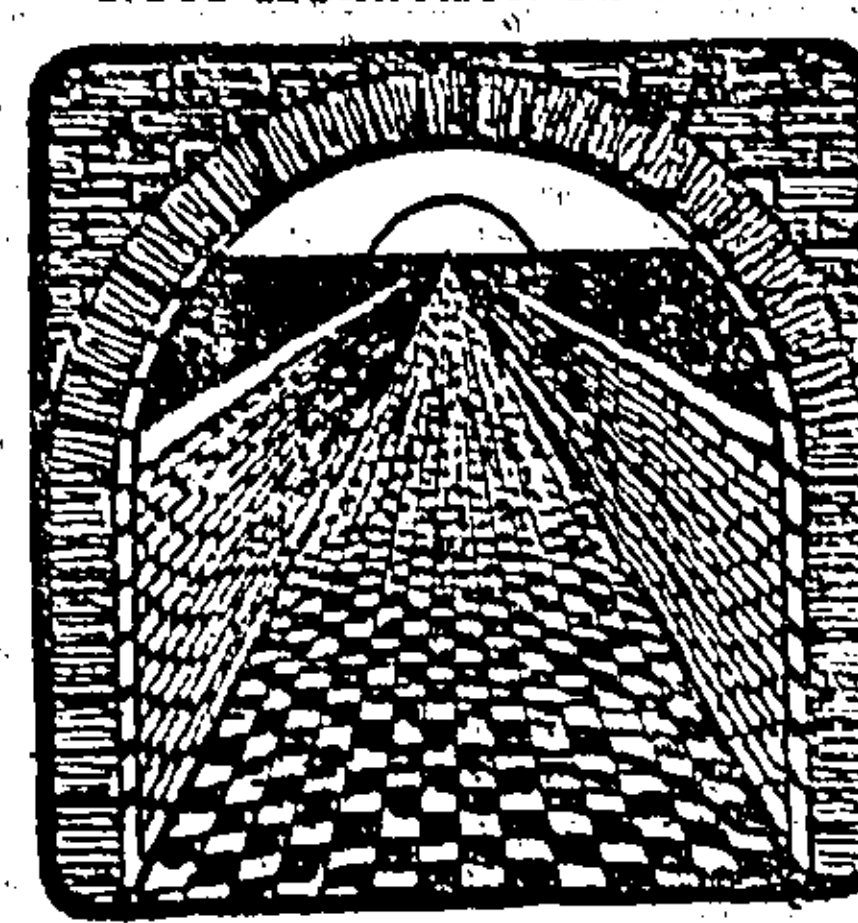
The Bible in the World.

Dr. Montgomery began his address by saying that one of the things which had always appealed to him about the British and Foreign Bible Society was its world-wide organisation. He spoke of a meeting which was held by the Religious Tract Society in London in 1892, to which the Rev. Thos. Charles had come to plead with the Society to send Bibles to Wales. One of the members, the Rev. Joseph Hughes was so moved by his appeal that he said "Surely a society might be formed for the purpose, but if for Wales, why not for the United Kingdom, why not for the world?" Those words were the beginning of the British and Foreign Bible Society. In 1894 a meeting to organise the Society was held in London, of which the Rev. John Owen, the Chaplain to

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the then Bishop of London, said that it seemed to him to mark the dawn of a new era.

The Society first turned their attention to Wales, then to the industrial districts of England, to Scotland and to Ireland, and in every place the Bibles and testaments which were distributed were hailed with joy by the people. By the end of the first seven years the work of the Society had touched Greenland, India, the South Seas, China, Africa, the Americas and Australia. The peculiar quality of the Bible was, said the speaker, that it was transplantable to every clime, there could be no monopoly of the best things.

Some Figures.

Some interesting figures were given. The year 1927 saw a record of 14 new versions of the Bibles added to those already published, during 1928 one new version was published for every 24 days of the year. The whole Bible can now be obtained in 606 different tongues and at least one complete book of the scriptures in 317 others.

The Bible in China.

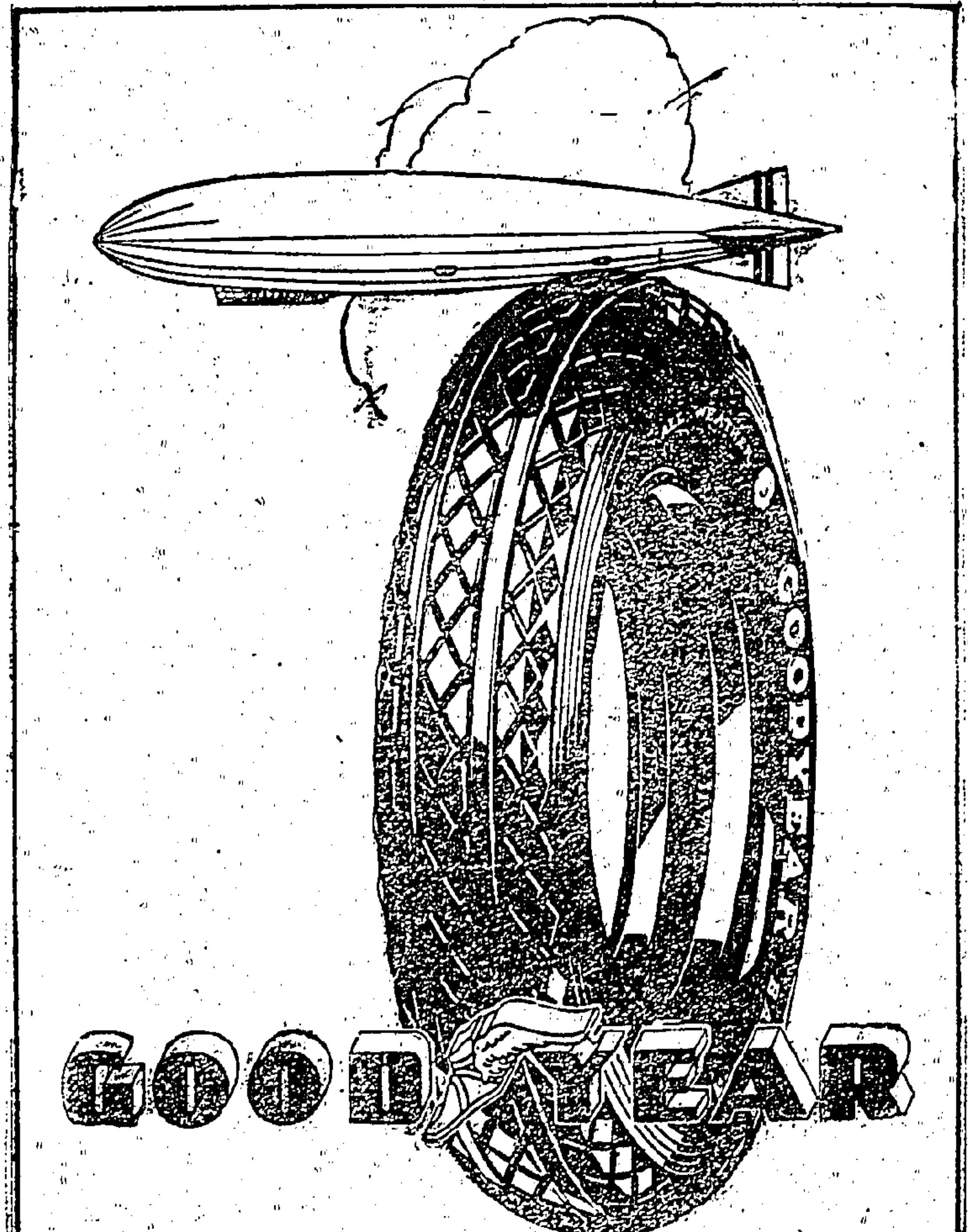
The work of the Society in China was begun in 1812 since then seventy-five million copies had been

sold. The last 35 years had seen a steady sale of Bibles and a rapidly increasing sale of scripture portions which were being bought largely by non-Christians.

It was too soon, the speaker said, to estimate the results of the Revolution on the work of Christianity in China. China had awakened and there could be no going back to the old order. Before peace and prosperity could come, there were great problems of reconstruction, public health, etc., to be faced. He believed that the British and Foreign Bible Society had the means of helping China through these difficult times by giving them the word of God—for God guides the destinies of people and of nations. Dr. Montgomery ended by making an appeal for more helpers for the Society, and his address was received with much applause.

The Bible in the Home.

Mrs. Davies, of the New Zealand Mission, who has done 24 years of work in South China, gave a short address on the Bible in the home in which she stressed the fact that many of the great men—the men who have done great things for the world—of all nations have come from homes in which the Bible was read and studied daily.



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THE HONG KONG & SHANGHAI BANK'S DEFENCE.

MR. JENKIN CRITICISES TSANG'S SILENCE.

"CURIOUS INCIDENTS" ANALYSED IN COUNSEL'S OPENING.

CHIEF JUSTICE'S EFFORTS TO SHORTEN THE CASE.

Mr. F. O. Jenkin opened the defence yesterday before the Chief Justice (Sir Henry Gollan) and a special jury in the Supreme Court in the Bank versus Government case. The Attorney-General, on behalf of the Colonial Treasury, is suing the Hong Kong and Shanghai Banking Corporation for the re-crediting of \$269,000 which was debited against the Government's account by reason of the Garvalho Yeo frauds.

The chief points of the defence are that the signatures on the cheques were not forged, and alternatively, if the cheques were indeed forged, then the Government is estopped, by reason of negligence, from any claim against the Bank.

"DEPLORABLE STATE OF AFFAIRS."

Mr. Rodrigues, an accountant of the Instone Banking Corporation, gave "evidence of Yeo's banking transactions with the Corporation and said that one of the three cheques forming the subject of the action was passed through that bank.

In the course of his opening for the defence, Mr. Jenkin said the Bank were not resisting the Government's claim from any motives of bad feeling, nor because the sum claimed was a large one. The Bank officials, from the first, had definitely held that the signatures on the cheques were genuine. If, in the course of the case, there had come to light anything in the nature of a deplorable state of affairs at the Treasury at material times, the Bank regretted it as much as anybody. Referring to the criminal trial of Yeo, counsel said that because he was found guilty of uttering three forged cheques it did not mean to say that the tribunal had found him guilty of forging the signatures or that the signatures were of necessity forged.

Jury to Decide Forgery Issue.

His Lordship reminded the jury at this stage that they would have to decide on their own responsibility on the facts as given in the present case whether the signatures were forged or not.

Resuming, Counsel said that if the bodies of the cheques were in the handwriting of Tsang On Wing then he put it to them that if Tsang was in it he had only one purpose and that was to betray the trust which was placed in him by his superior officers, for the purpose of obtaining the signatures by a trick.

Mr. Messer and Mr. Black had both asserted that they never signed the cheques for such large amounts at the time in question, but the answer of the defence was that they signed them through a trick, and he hoped to show conclusively that that possibility was held and maintained generally by the Government and the Bank officials after the discovery.

The Chinese Brain.

Mr. Messer, when asked as to what he thought would have been Tsang's duty when he found the cover of the cheque book had been altered, had spoken, and counsel did not know if he had spoken critically, as excuse for Tsang's Chinese brain. No honest man could have failed to take the course which he was going to submit, would be the obvious course. Tsang had said he did not attach any importance to the incident, one of his reasons being that blank cheques were of no importance.

Tsang did not speak to either Mr. Black or Mr. Messer, neither did he speak to the man who would take his (Tsang's) place in the event of him falling ill. Between the two men was "the silence of the dead."

Tsang's Letter Over Three Cents.

Could he have thought he had made a mistake in the checking and had left Mr. Messer signed for less than 600 cheques, with the cover numbers altered and initials of a suspicious nature on the cover? There was a telephone handy and officials ready to sign any properly drafted chit. Tsang on one occasion had written a long letter over a matter of three cents to the Bank. Mr. Jenkin put it to them the second occurrence, when the book was again 50 cheques short, should operate on a man's mind in precisely the opposite direction to which it operated in Tsang's.

Tsang spoke good English and could perfectly well have explained all the circumstances to Mr. Messer, but it was a very curious thing that Mr. Messer only understood that Tsang wanted 80 cheques to finish the year. Did Tsang's actions, any of them, square with frankness? That report, counsel submitted, was deliberately misleading.

Cheung came back from the bank and made the astounding announcement that the three cheques were in Tsang's writing. Would not that have been the comment for

Tsang to speak? How could Tsang's silence on that occasion be squared with his claimed innocence? On the same afternoon there was a discussion in the Treasury among the people most concerned. The very book which Tsang knew had an altered cover was produced but Tsang did not say a word. How could his silence on that occasion be accounted for?

Tsang's Silence.

How was it possible for two honest subordinates to go through the face of letting Mr. Black and Mr. Messer know absolutely nothing about this, letting Mr. Black go off to the bank without saying a word, letting Mr. Black find out at the bank that the cheques were missing when Tsang had known all about it since December 20? How could that be squared with honesty? asked counsel.

Through a considerable portion of the afternoon there was an inquiry going on regarding a quarter of a million dollars. Would the jury not expect Tsang to say: "I can now throw the fullest light upon this matter. I knew that the book was thirty cheques short. I forgot to mention it or thought that it was not of sufficient importance but now the matter has come to a head and the preceding book is also thirty cheques short." It was not until Mr. Messer had himself made the discovery that Tsang made a statement.

Was it not rather curious that when he did condescend to speak that he gave his information piecemeal? He did not mention that the covers had been altered.

Mr. Jenkin went on to say that it would have been interesting to hear what Cheung Man Kun would have said but he had not been called. It would also have been interesting to hear Shih Yee On, upon whose desk one of the cheque book covers was found.

Tsang On Wing searched the waste paper baskets and every place open to view for the cheque book cover. Then he found it lying upon a shelf of Shih's desk. The finding of the book was a curious incident, curious in the extreme.

"Curious Incidents."

If the curious incidents which had arisen in connection with the writing were added to these facts, which was only one conclusion to which they could come, suggested counsel. That conclusion was that Tsang was concerned in this matter. He was not a fool, anything but a fool, and how could they square his failure to perform his obvious duties to his chiefs on those occasions?

"If there can be a solution compatible with the honesty of that man's silence, I, as a student of human nature should be extremely glad to hear it," said counsel.

"Difficult to Check."

After the tiffin adjournment, counsel intimated that he would stress two points, viz., the possibility of obtaining the signatures by means of a trick and the "infallibility" of the Treasury systems in 1927. Both Mr. Messer and Mr. Black had stated that it was impossible for anything in the nature of a trick to have happened, but evidence of that kind was of a general nature and was most difficult to check.

With regard to one of the very few vouchers produced in court—and it had to be borne in mind that something like 10,000 were in use each year—the evidence was that a cheque had gone out of the Treasury without the signature of Mr. Messer.

Mr. Black must have signed it "blind" because Mr. Messer had not checked the voucher. The cheque was dated December 20, 1928, in the year when the Treasury routine had been radically tightened.

His Lordship: What was the amount of that cheque?

Counsel: It was a cheque in favour of the C.S.P. for \$1,918.

Continuing, Counsel said there were two other instances of "infallibility." One cheque, by an "oversight," went out from the Treasury without Mr. Black's signature, and another cheque went out wrong on January 9, 1929. This was an important point, not only because of the fact that the routine had been "tightened" but because, also, the cheque was for over \$500, and was not signed by Mr. Black. Yet it reached the payee, and the blame was presumably laid at the door of the shroff.

"Daily Press" Headline.

"It is not without importance," went on Mr. Jenkin, "that these occurrences should happen after the new routine—aptly described by a *Daily Press* headline as 'Locking the Stable Door'—was adopted." "Tsang is now checked, fore and aft, and whichever way he turns. Books which were formerly left lying about during the tiffin hour are now locked away and every cheque, when it is signed, is accompanied by the cash book."

Dealing with the possibilities of obtaining the signatures of Mr. Messer and Mr. Black by means of a trick, counsel asked the jury to bear in mind the fact that the occurrences took place at that time of the year known as the "rush" period.

The next point to be considered, was the conduct of the Treasury officials and the Government officers called into consultation by the Treasury. On the afternoon of January 18, 1929, the opinion was held generally by Government officers that the signatures were genuine. Mr. Messer instructed the Audit Department to institute a check to find out if the signatures were obtained—a very startling hypothesis in a well-ordered department. That hypothesis was held by heads of departments and Mr. King and the police department held the same view.

Two Minor Issues.

The two letters which passed between the Treasury and the Bank were two minor issues, although they formed part and parcel of a much greater issue. If Mr. Messer held any definite view with regard to the signature on the cheque, he failed signally to express it. Mr. Black had said that he was sent to the bank to get the cheques and was given instructions to say nothing about them. If he had obeyed these instructions he would not have been drawn into any discussion. Yet he has told the Court that as soon as he saw the cheques he said, "That is not Tsang's handwriting."

Counsel contended that he never said any such thing at the bank, nor had it ever been said. Would he, from a business point of view, have gone to the bank and said nothing about a wrong entry in the pass book if he had not received explicit instructions? he asked. Was it not curious that, if he had any doubt as to his signature, he should say nothing?

"According to his evidence," said Mr. Jenkin vehemently, "as soon as he saw young Swayne, and to him only, mark you, he said that the handwriting in the body of the cheque was also a forgery. Asked why he did not mention this at the previous proceedings he replied that it had slipped his mind. I will put Mr. Swayne in the witness box and he will say that if such a statement was made, he cannot recall having heard it."

A Mare's Nest.

You will have to judge who is to be believed—Mr. Black or the responsible officials at the bank, unless you do it on the grounds of all of them being mistaken. In that judgment you will no doubt be very much influenced by this matter. Mr. Hegerty will be called to explain what took place at the bank interview on January 18 when a party were gathered around his desk. He will tell you that Mr. Black did not repudiate his signature, but on the contrary, believed it to be all right. The party left the bank in the belief that it would be found that the query had arisen merely because of a "mare's nest."

Counsel then suggested that had the Treasury officials any doubt as to the genuineness of the signatures on the cheque they would have taken immediate steps to institute inquiries and would have put pen to paper the next morning and written to the bank.

"Lawyer's."

Counsel said that a letter signed by the Colonial Treasurer was sent to the bank the next day. It made no mention of doubts as to the genuineness of the signatures and was not a "lawyer's letter."

His Lordship: What does it indicate?

Counsel: It states that the matter was under police investigation.

His Lordship: Is not that typical lawyer's?

Counsel: It is perfectly honest, My Lord, but is written in that (Continued on next column).

COLONY'S WATER SUPPLY.

GAINS FROM RECENT RAIN.

HONG KONG WATER WORKS.

The total storage in the island reservoirs on the morning of Monday, May 6, amounted to 311.72 million gallons showing a decrease of 13.54 million gallons during the past week.

The week's consumption amounted to 33.03 million gallons, which includes 1.78 million gallons brought across the harbour from Kowloon to the tanks on the Water Front, and .30 from the Taikeo Water Works.

Three or four days' storage has been gained from the recent rains.

KOWLOON WATER WORKS.

The total storage in the mainland reservoirs on the morning of Monday, May 6, amounted to 121.65 million gallons, showing an increase of 4.21 million gallons during the past week.

The week's consumption including supplies to Water Boats and Hong Kong totals 27.17 million gallons. About 9 days' storage has therefore been gained from last week's rainfall.

FORGED BANKNOTES TRAFFIC.

SEVERAL ARRESTS ON MONDAY.

On Monday, the Police arrested three men and one woman who are believed to be connected with a ring of banknote traffickers.

The watchfulness of a Chinese detective led to the arrests. A woman was seen to tender a note at a money changer's shop, but the note was refused. The woman was then seen to leave the money changer's and talk with two men standing some distance away. A Chinese detective who saw this, thought it was time to move, and called in the assistance of a uniformed officer to arrest the three persons.

Later, the police raided a Chinese boarding house where they found a quantity of banknotes purporting to be issued by the "China Bank," the "South Sea Bank," and other imaginary institutions.

The arrested persons will probably be charged this morning.

way we lawyers write when we do not wish to commit ourselves. (Laughter.) Mr. Messer has agreed that he would have put the position much more fully and would have left no doubt as to what was the position had he written the letter. The letter makes it quite clear that there was a great state of indecision in the Treasury Department as to whether or not the signatures had been obtained by fraud.

Counsel then asked the jury to consider the language of the charge against Tsang and Cheung when they were arrested. He suggested that it was unintelligible and suggested indecision and doubt as to the signature. The charge read: "With uttering a Treasury cheque or document not intended to be cashed or presented for payment." The jury could not get away from the conclusion that the Government officials were in doubt as to whether the signatures had been obtained by a trick or were forgeries.

His Lordship: Can you adumbrate the nature of the trick?

Counsel: I cannot.

His Lordship: You say quite frankly that you do not know how the trick would have been done—I do not know.

Saving Time.

Mr. Jenkin then recommenced to review some of the evidence.

His Lordship: All these facts are before us and I don't quite see what question you can ask the jury upon them, Mr. Jenkin.

Mr. Potter: At least 80 per cent. of the facts were admitted, My Lord, as I said in my opening.

Mr. Jenkin: But—

His Lordship: There is the question of duty. There was no contract, that is admitted.

Mr. Jenkin: No expressed contract.

His Lordship: A certain duty only arises simply out of the relationship between customer and bank. All that the jury can state is to do with the question of law. The issue before the jury is very simply expressed. Tsang was not a matter of how negligent Tsang was. I can't put to see jury, "Ought Tsang to have sold?" At the same time, that does not shut out any comments you wish to make, Mr. Jenkin.

Mr. Potter: The facts of negligence are very little disputed so we can leave them to Your Lordship in order to save time.

Mr. Jenkin: I agree.

His Lordship: The majority of the facts are already proved or admitted.

The case was adjourned until this morning.

K.O.S.B. COURT MARTIAL.

CLERKS APPOINTED TO P.R.I.

QUESTIONS BY DEFENCE.

That an appointment to a position not referred to in King's Regulations is not an official appointment from the point of view of military law, was the gist of an argument by Mr. D. L. Strellett, defending Corporal Charles Hendry, K.O.S.B., at yesterday's proceedings of the District Court Martial which is investigating the alleged embezzling of \$1,300 by the prisoner while he was working as clerk to the President of the Regimental Institute in 1928.

Mr. R. A. Wadson (prosecuting for Capt. Perfect, K.O.S.B.) continued his examination-in-chief of Major G. M. Ogilvy, President of the Regimental Institute, until November last year when he handed over to Major Lake.

Payments and Missing Entries.

The result of examination of books kept by the accused was given by Major Ogilvy. Witness said that he calculated that payments amounting to \$229.60 appeared in the billiard book for the period January to July, but in the general account book of the P.R.I. he found entries only for \$152.60 for Murray Barrack. Witness considered that the whole of the \$229.60 should have appeared in the account.

Witness went through nine receipts signed by accused and gave evidence of incorrect entries in certain months under the "by-products account." There were also three cheques which were not entered anywhere, but there were entries for corresponding amounts in the "by-product" book.

Witness agreed with Mr. Strellett in cross-examination that if the duties connected with keeping accounts by the President of the Institute were left to any other person, the President would still be responsible.

King's Regulations Cited.

Mr. Strellett referred to King's Regulation section 255 and put it to the witness that the appointments mentioned therein were official appointments recognised by Army Establishments and there were certain recognised official duties to perform; that the appointment of a clerk to the P.R.I. was not an appointment or in other words that the clerk's appointment was not an official one. Witness stated that a clerk, to be employed in the P.R.I., was appointed regimentally.

Witness was questioned regarding K.R. 1958 and rules and regulations governing the Regimental Institute, and he said that a booklet placed before him referred to the N.A.A.F.I.

Any other rules you know off?—No.

As far as your own office is concerned that is the only book?—Yes.

Is there anything about the appointment of clerk for P.R.I.?—No.

Is there anything there either directly or by implication as to the duties of a clerk in the P.R.I.?—It would be the same as a clerk in any other office.

Mr. Fitzroy (judge advocate) interposed at this stage and asked defending solicitor whether it really mattered if the appointment was made by King's regulations. Mr. Strellett replied that it did, and if that were so then the procedure would be different.

Cannot Convince the Court.

A discussion ensued during which Mr. Fitzroy asked if it was suggested that the clerk was not properly appointed. The accused was charged with embezzlement and misappropriation of money belonging to the P.R.I. He (Mr. Fitzroy) had no wish to hamper the defence, but he could not see that the point raised was relevant to the case.

Mr. Strellett: May I convince the Court?

Mr. Fitzroy: The Court are cognisant of King's Regulations. They are experts and know far more than I do. I do not see why you can convince them.

Mr. Strellett was allowed to continue and referred witness and the Court to K.R. 1137.

Mr. Fitzroy: That refers to public money.

Mr. Strellett: Well anticipated.

Mr. Fitzroy: No, I saw it on the top.

Mr. Strellett (to witness): K.R. 1137 applies to regimental funds?—It does.

Turning to the question of accounts, Mr. Strellett asked witness whether he was aware that not a single cash payment had been made to the bank by the Institute during the period January to November last year. Witness replied he was not.

Answering other questions witness said that the accused had definite instructions from him not to keep more than \$30 cash in hand. It was not permissible for the accused to keep more than that amount to pay an anticipated bill. Witness agreed that he would have given permission to keep more than the sum stipulated had he been given what seemed a reasonable explanation for so doing.

The hearing was adjourned until this morning.

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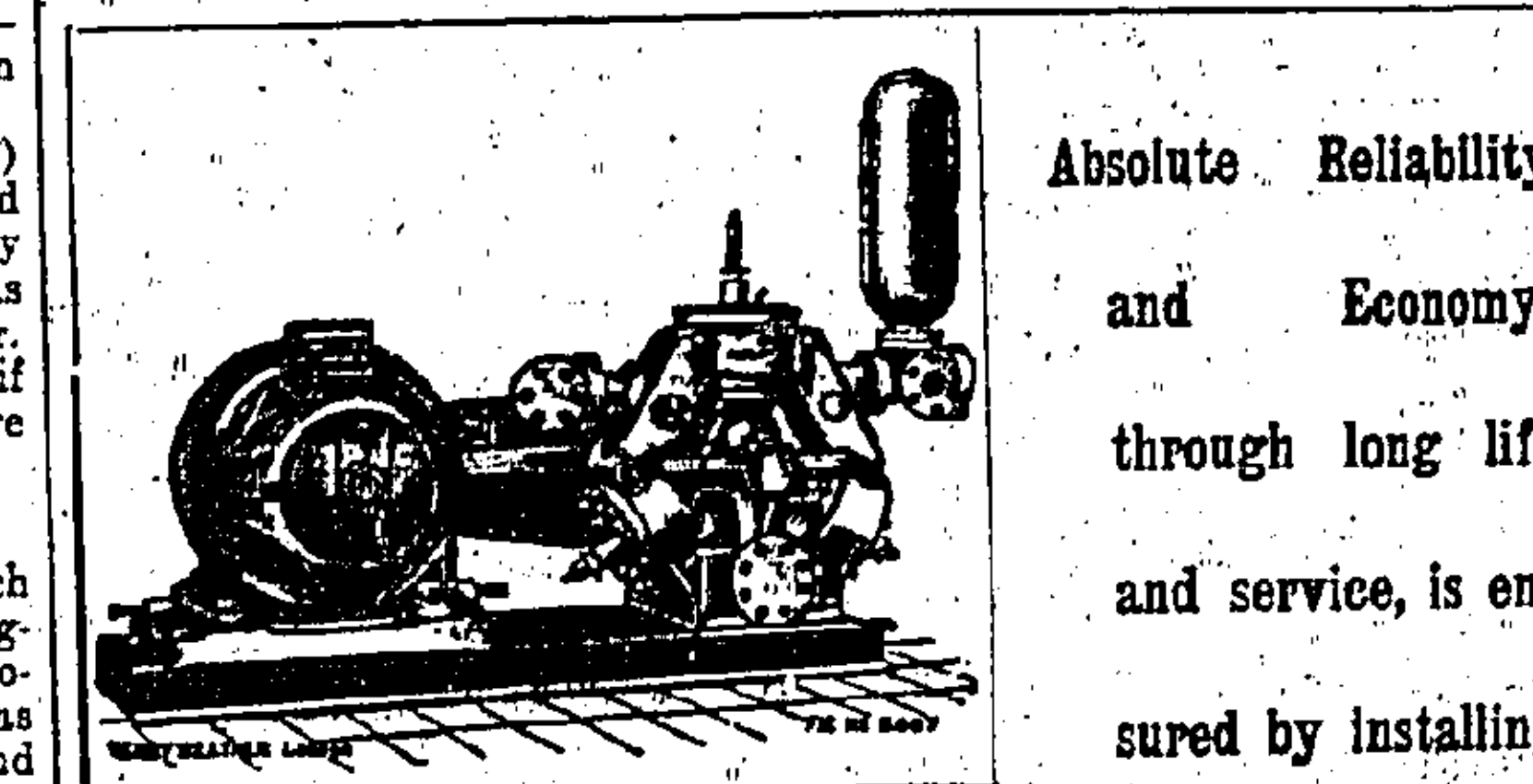
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5285	I'M SORRY SALLY	...	"
5285	BOW ABOUT ME?	...	"
5284	HAPPY DAYS LONELY NIGHTS	...	WALTZ
5284	OLD TIME ORGAN MEDLEY	...	"
5247	MY LITTLE FELLA AND ME	...	Fox-Trot
5247	NOBODY'S FAULT	...	"
5249	SARITA	...	"
5249	CASABIANCA	...	6-8

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NOTICE.

AS FROM THIS DATE Mr. B. L. STON-WINTON has severed his connection with our firm by mutual consent and his Power of Attorney for the Undersigned are duly revoked.

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A. J. DAVID.
ARCHIBALD DAVID.
Hong Kong, May 1st, 1929. [7753]

CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTH ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of CHINA UNDERWRITERS, LIMITED, will be held in the BOARD ROOM of Messrs. SHEWAN, TOMES & CO., 21, GUTHRIE STREET, HONG KONG, on THURSDAY, the 21st DAY of MAY, 1929, at 12 O'CLOCK NOON, for the purpose of receiving the Report of the Directors and a Statement of Accounts for the Year ending 31st DECEMBER, 1928, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 1st MAY, 1929, to 21st MAY, 1929, Both Days inclusive.

By Order of the Board of Directors,
HERBERT R. STURT,
Secretary.
Hong Kong, 29th Apr., 1929. [7714]

CHINA SUGAR REFINING CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held in the BOARD ROOM of Messrs. JARDINE, MATHESON & CO., LTD., 21, GUTHRIE STREET, HONG KONG, on THURSDAY, 14th MAY, 1929, at 12 O'CLOCK NOON, for the purpose of considering, and if thought fit, passing the proposed Extraordinary Resolution.

That Mr. ARCHIBALD RITCHIE, Chartered Accountant, of the Firm of Messrs. LOWE, BINGHAM & MATTHEWS, be appointed to act as the Liquidator of the Company in conjunction with Messrs. JARDINE, MATHESON & COMPANY, LIMITED, during the absence from the Colony of Mr. JOHN FLEMING, C.A., one of the originally appointed Liquidators of the Company.

AND
NOTICE IS HEREBY ALSO GIVEN that in pursuance of Section 187 (2) of the Companies Ordinance 1911, a GENERAL MEETING of the Company will be held at the Same Place on THURSDAY, 14th MAY, at 12 O'CLOCK NOON, immediately after the termination of the aforementioned Extraordinary General Meeting, for the purpose of providing for in the said Section.

JARDINE, MATHESON & CO., LTD.
JOHN FLEMING, C.A.,
Joint Liquidators.
Hong Kong, 6th May, 1929. [7747]

HONG KONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY GENERAL MEETING OF VOTING MEMBERS will be held in the JOCKEY CLUB ROOM, HONG KONG CASINO ANNEX, on FRIDAY, 17th MAY, 1929, at 5.10 P.M.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 30th Apr., 1929. [7715]

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the FIFTH EXTRA RACE MEETING will be held on SATURDAY, MAY 10th, and on MONDAY, MAY 20th, 1929, (Weather Permitting), may be obtained at the Race Office, HONG KONG CASINO, ANNEX, CLOSE at 12 O'CLOCK NOON on WEDNESDAY, MAY 8th, 1929. [7727]

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Undersigned on THURSDAY, the 22nd MAY, 1929, at 12 O'CLOCK NOON, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the Year ended 31st DECEMBER, 1928.

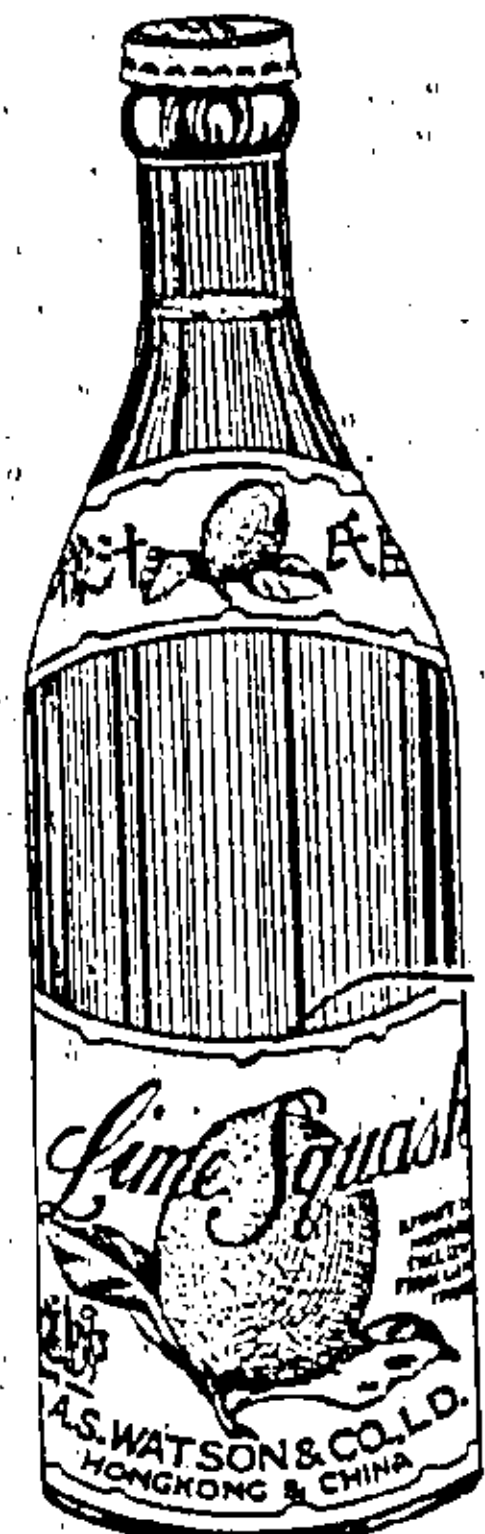
The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 9th to the 23rd MAY, 1929, Both Days inclusive.

JARDINE, MATHESON & CO., LTD.
General Agents.
Hong Kong, 2nd May, 1929. [7724]

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HONG KONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Provisional Certificate No. 57/1162 dated Hong Kong, 20th FEBRUARY, 1929, for One Share Numbered 131473 in the Name of LO WING CHEUNG, Provisional Certificate No. 57/1163 dated Hong Kong, 20th FEBRUARY, 1929, for One Share Numbered 131474 in the Name of LO WING CHEUNG and Certificate No. 5/NS 10962 dated Hong Kong, 21st DECEMBER, 1928, for One Share Numbered 120398 in the Name of GERARDUS WOUDEBERG, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 10th MAY, 1929, New Certificates for the Shares will be issued and the above Certificates Provisional No. 57/1162, Provisional No. 57/1163 and No. 5/NS 10962 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 10th Apr., 1929. [7633]

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory, stated:—

The anticyclone remains in the Pacific to the east of Japan. Depressions are still indicated over Tongking and the Eastern Sea.

Local Forecast:—S. and S.E. wind, moderate, cloudy, occasional rain.

ENGAGEMENT ANNOUNCEMENT.

An engagement is announced between Lieutenant F. W. N. BASSITT, R.N., and Joyce McCann, elder daughter of Captain and Mrs. A. M. THORNHILL. [7733]

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4311.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MAY 8, 1929.

AN APPEAL TO REASON.

On another page will be found a very striking appeal from a well-known Chinese resident of Hong Kong to his fellow-countrymen. Mr. TSE TSAN TAI, like all thinking men, is dismayed by the deplorable and destructive warfare which is being constantly waged between jealous military leaders, and he appeals to soldiers and citizens to refuse to serve or support War Lords concerned solely with their own aggrandisement. It is a frank and simple appeal, but whether it will—or can—be heeded by those to whom it is addressed is another matter. For example, citizens are urged to refuse to supply disloyal Generals and their troops with food or money. As well urge an unarmed citizen to refuse the demands of a couple of armed footpads encountered on a lonely road ten miles from a police station! Peaceful citizens before now have hesitated to provide military leaders with supplies, but their protests are regarded merely as feeble jests, and what is not surrendered freely is taken by force. As for soldiers refusing to serve a leader who is using them for "selfish purposes," who is to provide them with an alternative means of livelihood? The Government, obviously,—but when, and where? Mr. TSE TSAN TAI's appeal is well-meant; his suggestions—if carried out—would solve many of China's difficulties, but he offers counsel which to us unfortunately appears impracticable.

Of all nations probably the Chinese are the most superstitious and given to reading signs and portents where other people would resort to colder reasoning. As in the days of CONFUCIUS, "The Book of Changes" still plays a prominent part in guiding their actions, and is referred to frequently by all classes. Much of the "Book of Changes" consists of weird superstitions, but the book contains many curious prophecies which have been fulfilled within recent decades. A wise man in Peking very many moons ago cast a horoscope predicting that the city would be eventually overwhelmed by "a pair of horses." Scholars now point to the fact that General FENG YU HSIANG's name contains the characters which signify "horse" and "two." FENG certainly set in motion a long train of revolutionary events which have not yet ended. Although things have changed very much since the uttering of the prophecy and the coup by FENG, the "Book of Changes" has not lost its power, despite the fact that the fortune-tellers had declared that China would be in flames again by the second month of the lunar year (March-April).

Nanking weathered that mild storm satisfactorily, despite the fact that distant thunder can be still heard rolling at times. But Nanking's firm position does not mean that China has reached any nearer to unity. Even to the most optimistic student of matters Chinese—political, social and economic—it is impossible to predict a united China under present circumstances. Evolution of a more drastic nature must yet take place with regard to her domestic arrangements ere the Central Government can be regarded as ruling China in fact as well as in theory. Sheer force of arms has much to do with Nanking's present power.

Weary of the strife within their borders, the various Provinces are showing signs of submitting outwardly to some of the dictates of the Kuomintang. It is inevitable, however, that a reaction must set in. The Kuomintang is not by any means a strictly representative organisation. Centrifugal forces, which have always been the real problem in the country, are bound to assert themselves from time to time, and occasions will continue to present themselves when the iron shard and sword of Nanking will be taxed to the utmost to maintain the power and prestige of the Central Government.

No Government is successful unless it has the confidence of its people. The development of the British Empire has been based upon the practical application of this truth. Our vast system of colonial government has not always been perfect, but its many activities have been actuated by the promptings of reason and common-sense, and have resulted in the establishment of a united Empire. But it is not yet that such unity can be attained in China. A nation that is simply a vast agricultural community, more tenacious of its old ways than any other nations on earth, cannot be re-born by agitation, as some of its would-be reformers appear to believe. The most that can be expected is the gradual emergence from the chaos given of course, a Government backed by the wishes and united goodwill of its citizens. The Kuomintang has not won the loyalty and the confidence of one-fifth of the people of China, for it is doubtful whether its wishes and aims can be really made known to or understood by the peasant class. Nor is it in accordance with the Chinese outlook that the Kuomintang should attempt to interpret its policy to the various peoples of the Provinces, each of them a nation in themselves.

Sir ROBERT HART was very fond of quoting an apt and popular Chinese saying—"United long divides, divided long unites." We should like to see this doctrine carried out to the extreme. Not for very many years will China become solidly under one Government. Meanwhile, as we have repeatedly said in these columns, and as Mr. TSE TSAN TAI now urges in his earnest appeal to his countrymen, let the Provinces begin the work of national reconstruction by setting each their own house in order. A loosely-knit confederation of small states, each with its own local autonomy, would steadily grow into a unit as sound and as strong as the United States of America. These things are so obvious—they look so simple—that it may seem to some absurd to emphasise them. But these simple and obvious things are not done, and never will be done, while the country is at the mercy of the pseudo-soldiers and bandits who masquerade as War Lords. The first task is to disarm the roving armies which terrorise the people and rob them of their scanty stores of food and money. That done, the rest is indeed easy—but who will dare to bell the cat?

News and Views.

The forthcoming wedding is announced of Mr. Wm. Gordon Robertson (merchant), residing at the Repulse Bay Hotel, to Miss Doris Victoria Mann, who is en route to the Colony by the s.s. Hajputana.

The Committee of the New Territories Agricultural Show informs us that the dates fixed for the next exhibition are January 4 and 5, 1930 (not in November as the *Daily Press* stated in yesterday's *Daily Press*) and that it will take place at Sak Wu Hui, near the Sheung Shui Railway Station.

An interesting billiard match will be played on Thursday, May 16, at the sports Club, between the Hon. Mr. W. T. Southern, C.M.G., and Mr. Ho Kom Tong, O.B.E. Mr. Ho Kom Tong has presented the Sports Club with a full size billiard table and Mr. Southern will formally declare the Billiard Room open at 5.30 p.m. on the date of the match. The game will follow immediately after the official opening.

The Li Hung Bus Company with an authorized capital of \$80,000 and equipped with 13 buses, has been formally organized in Kiangsu province. With Tung Kiangsu as its centre, the bus routes of the company connect Fenghsien, Siaohsien, Feichien, Tangshan, Sutsein, Suining, and Pihhsien.

The total length of the 58 completed roads in the Hainan Island is 2,318 li, while that of the uncompleted ones, 838 li. The completed roads are distributed in the following: Hainan, 552 li; Tingan, 340 li; Lingkow, 179 li; Wanning, 140 li; Kiangtung, 89 li; Tangmai, 85 li; Tanshien, 60 li; and Lohwei, 50 li.

KWANGTUNG DECLARES WAR.

BIG CLASH EXPECTED ON WEST RIVER.

KWANGSI LEADERS' BOLD PLAN OF CAMPAIGN.

AEROPLANES AND GUNBOATS.

Kwangtung has declared war on Kwangsi and is concentrating her main forces on Shuihing on the West River. But Kwangsi is making a bold attack against the neighbouring province and troops are being rushed down the West River with the idea of striking everything on a pitched battle near Shuihing. A simultaneous advance will be made against Tsing Yuen on the North River. The idea is to cut the Canton-Hankow Railway and swoop down on Canton itself.

Ho Chien's advance from the north is being practically disregarded. Kwangsi have two able and energetic soldiers in Li Chung Jen and Pei Chung Hsi, they have the interior lines, and, if their troops fight, they may well spring a surprise on Kwangtung.

Our Canton correspondent gives the following account of the situation.

THE FORMAL DECLARATION.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, May 7.

Canton to-day formally declared war on Kwangsi. General Chen Tsai Tong issued this morning a manifesto, denouncing the Kwangsi leaders as militarists and counter-revolutionists. A free translation of the declaration of war follows:

Since the consummation of the National Revolution and the unification of the country, the people of China, who have been suffering for so long from civil wars have been praying for peace and prosperity, while they have also hoped for the abrogation of all unilateral treaties with foreign countries. This is the only way to bring about a free, united and prosperous China. The Central Government has been, in compliance with the wishes of the people, labouring day and night with these two aims in view. It is to be deeply deplored that the Wuhan militarists Li Chung Jen and Pei Chung Hsi, true to their feudal and selfish ideas, have opposed the Government and brought about the revolt of Hupeh and Hunan. The Central Government, after all persuasion had failed, had to resort to force which speedily put an end to the rebellion.

In spite of the defeat of the rebellious elements in Hunan and Hupeh, the leaders of the Kwangsi Clique in Kwangsi still conspired against the Central Government. Wong Shui Hung is manifestly a rebel plotting the downfall of the Central Government. His intrigues and seditious activities are well known. Yet in spite of all this, the Central Government adopted a most liberal attitude and appointed him Special Deputy for the Disbandment of troops in Kwangsi, with the hope that he would prove his loyalty. The Canton Government has time and again urged him to submit to the Central Government and avoid further friction. It has even cabled to Nanking on his behalf.

But persuasion and warning were useless and Wong Shui Hung tried to persuade Kwangtung with "all sorts of sweet words" to postpone military action, thus giving him time to prepare an attack on Kwangtung. He has now fired the first shot and is marching into Kwangtung. We all love peace. But unless Wong Shui Hung is eliminated and his rebel forces permanently disbanded, there can be no real peace. We therefore hereby declare war on Wong Shui Hung and the rest of the reactionary Kwangsi elements and are preparing to despatch a punitive expedition against them. It must not be forgotten that Li Chung Jen, Pei Chung Hsi and Wong Shui Hung have destroyed the unification of China which was effected with iron and blood by the revolutionary members of the Kuomintang. They are rebels against the country and Party and the hated enemies of the people.

In view of the facts we are determined to mobilise all our strength and annihilate the rebels in the shortest time possible. We entertain no animosity towards the people of Kwangsi, but we do make a distinction between revolutionaries and counter-revolutionaries. All counter-revolutionaries are our enemies and must be put down. "The rebels Li Chung Jen, Pei Chung Hsi and Wong Shui Hung have been exploiting Kwangsi for their own selfish aggrandisement. They do not care at all for the lives and property of the people of Kwangsi. We call upon the people of Kwangtung and Kwangsi to rise in arms against these malicious militarists.

General Chen Tsai Tong is the commander-in-chief of the expedition against Kwangsi and will do everything within his power to preserve, protect, and defend, the country and Party which are at stake. As this is war between revolutionaries and counter-revolutionaries, there is not the slightest doubt that the former will win. It is sincerely hoped that all the people imbued with the revolutionary idea will back up the Government in putting down the rebellious elements. We want to make the country free for democracy, the rule of the people, so that public opinion will henceforth reign supreme."

(signed) Chen Tsai Tong,
Commander-in-chief of the Kwangtung forces against Kwangsi.

CONCENTRATION AT SHUIHING.

Cantonese troops have been concentrating in increasing numbers in Shuihing, an important strategic point on the West River, where at present Colonel Heung Hon Ping, is in command. The 7th Regiment under Colonel Chen Wai Yuen and the Second Independent Regiment under Colonel Tsai Tung Kai are being rushed from Canton to Shuihing, and all available steamboats and junks in Canton harbour have been commandeered for the transportation of troops. The s.s. Tin Yat, a new ship plying between Canton and Hong Kong, was commandeered yesterday afternoon at 4.15 when she was about to return to the British Colony with over 300 passengers and a heavy cargo. The Tin Yat was lying alongside the Y. S. Kwangsi off the Canton Customs House when group of soldiers boarded and commandeered her to carry troops and supplies up the West River. The passengers were very frightened and hurried back to shore most of them going on board the s.s. Kwangsi. The cargo was also transferred to the Kwangsi.

GUNBOATS AND AEROPLANES.

The greater portion of the Canton fleet have also been ordered to Shuihing. The flotilla includes the Kiang Hon, Kiang Tai, Kiang Kow, Bo Pih, Chung Kai and Yuen Chung, some of which have arrived in Yuen Shing, an important point above Shuihing. The aerial squadron consisting of 12 planes has also been ordered to be divided into two divisions of six planes each, the first division leaving Canton to-day for Shuihing. One plane few to-day to Wuchow and neighbouring cities and dropped hundreds of thousands of handbills denouncing Wong Shui Hung, Li Chung Jen and Pei Chung Hsi and urging the people of Kwangsi to drive these "military pests" from their province. The aeroplane also made careful observations of the enemy positions and activities. Some shots were fired at the aeroplane but took no effect, and she returned safely to Shuihing.

KWANGSI'S BOLD ATTACK.

Latest reports state that over 6,000 Kwangsi troops under Generals Wong Koak Chu, Lui Woon Im and Wong Ying Yi are being rushed in junks towed by steam launches against Shuihing. They have captured Fung Chun, Wong Kong, Dosing, and other places along the West River above Shuihing, driving the Cantonese forces under Colonel Heung Hong Ping eastward. A fierce struggle is reported to be in progress near Yuet Shing and Fung Chun. The

(Continued on next column.)

ARMED ROBBERY AT WANCHAI.

DAYLIGHT AFFAIR IN LEE TUNG STREET.

HAUL OF NOTES AND JEWELLERY.

An armed robbery was carried out yesterday afternoon at 2.15 p.m. at No. 6, Lee Tung Street, Wanchai, three men entering the premises and stealing money and jewellery to the value of \$304.

At the time of the robbery, there was only one woman in the house. The door happened to be unlocked at the time and the gallant robbers after gaining entry produced revolvers. They then pushed the woman into a cubicle and after ordering her to keep quiet, ransacked the place.

The gang took away \$38 in notes, a pair of gold bangles, three gold finger rings, one gold wrist watch, one silver watch and a pair of ear rings.

The police were notified about an hour after the robbery and were given a description of the three men. The report has been circulated to the various police stations and an early arrest is anticipated.

NOTIFIABLE DISEASE.

5 SMALL-POX CASES LAST WEEK.

The small-pox epidemic has at last fallen to satisfactorily small proportions and last week's records showed only 5 new cases and 7 deaths.

There were 8 cases of enteric (1 British, 1 Indian and 6 Chinese) and 1 fatal case of diphtheria.

On Monday there were 3 cases of small-pox and 1 of diphtheria.

CANADA'S INTEREST IN CHINA.

About two months ago we commented in our editorial columns on the fact that Canadian Exports to China are increasing more rapidly than Dominion trade to other parts of the world. Now comes news that the Canadian Government is establishing a Trade Commissioner's Office in Hong Kong, with jurisdiction over South China and the Philippines. This is a very welcome development, indicating as it does realisation in Ottawa of the importance of Hong Kong as a trade centre. Mr. Paul Sykes, the Canadian Trade Commissioner, has already arrived in the Colony, and to-day his colleague in Shanghai, Colonel Cosgrave, is arriving to assist in completing preliminary arrangements for opening the new office. This territory was formerly under the jurisdiction of the Trade Commissioner in Shanghai, but the increasing importance of their market for Canadian products has led to the establishment of a Trade Commissioner's Office in Hong Kong.

Kwangsi plan is to attack Kwangtung from three directions. A unit is being sent from Kweiin through southern Hunan against Shuiwan. A second unit is being rushed down the West River from Wuchow with Shuihing as its first objective. If they succeed in capturing Shuihing, they will turn northward and attack Tsing Yuen, a strategic point on the North River. From Tsing Yuen they will attempt to make a joint attack on Shuiwan, the northern terminus of the Canton-Hankow Railway. If Shuiwan is captured, they will swoop down on Canton along the railway. A third unit will simultaneously proceed from Nanking and Luichow against southern Kwangtung with Yanchow as its first objective. They hope to crush Kwangtung before it has time to get ready and when Kwangtung has been defeated the Kwangsi forces will then be rushed to Hunan to drive back General Ho Chien's army.

Kwangtung is trying counter-attack also in three directions. But the main force is being concentrated in Shuihing where a battle is momentarily expected. Canton seeks to invade Kwangsi from the West River with Wuchow as its first objective.

Great apprehensions are being felt in Canton as to the result of the inter-Kwang war, and the forced enlistment of coolies for transport duty increases general uneasiness. At least 500 coolies were needed at once, and when persuasion failed the Police forcibly filled up their numbers.

The ordinary traffic along the West River has been suspended for several days and both the Canton-Samshui and the Canton-Hankow Railways have been taken over entirely by the military.

PEACE MOVES IN SHANTUNG.

PLEA FOR INTERCESSION.

MR. WEBBER ON THE SCENE.

[THROUGH REUTER'S AGENCY.]

CHUNPOO, May 7.
At the request of both factions, the American Consul, Mr. Leroy Webber, the Doyen of the Consular Body, proceeded to the besieged city of Fushan to-day, accompanied by representatives of the local Chamber of Commerce.

THE ATTACK ON KWANGSI

"REBELS" RETREAT.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, May 6.
It is learned from Changsha that General Ho Chien, the new chief of the Hunan Government is at Hengchow. His forces, acting on the orders of the Central Government, are moving against Kwangsi and they are reported to have arrived at Huangshah and Lungku kwan in the north of Kwangsi.

The "rebels," says General Ho Chien, are retreating from Pinglo to Kweilin.
General Fan Shek Sheng, with the fourth column, has been ordered to advance against Holsien, in Eastern Kwangsi.

TROOPS FOR CANTON.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, May 7.
The Nationalist Government are reported to have hired eight steamers for the conveyance of troops to Canton.

WITHDRAWAL FROM TSINAN.

(Wah Tsz Yat Pao.)

SHANGHAI, May 7.
Japanese troops will leave Tsinan for Tientsin by rail, from May 11-13. They will sail for Japan on May 14, and the complete withdrawal will be effected by May 20.
Chen Tiao Yuan arrived at Tsinan yesterday afternoon, and will leave for Tsinan on May 7, with his staff, to assume charge of all the Provincial affairs.

FENG AND CHIANG KAI SHEK.

AN AGREEMENT?

(Wah Tsz Yat Pao.)

SHANGHAI, May 7.
An understanding is said to have been reached between Chiang Kai Shek, and Feng Yu Hsiang, in compliance with the order of the Central Government, Sun Liang Cheng will go to Nanking to attend the State Burial of Dr. Sun Yat Sen. An agreement has been arrived at that funds for the upkeep of Feng's troops under Liu Chen Wah and Wen Chuan Chai will be paid by the Central Government.

CHINA'S AIRMAN.

(Wah Tsz Yat Pao.)

The Chinese airman Chen Wen Lin has arrived at Hanoi, Indo-China, on his flight from Berlin to Nanking, and is expected to arrive at Shanghai within two weeks.

ROBBERS' HUGE HAUL.

(Wah Tsz Yat Pao.)

SHANGHAI, May 7.
A big robbery recently occurred at Tungehangu in Shantung, when numerous volumes of valuable old books of the Hai Yuan Library valued at over \$70,000,000 were carried away by robbers in eighty ox-carts.

TEAPOT DOME SCANDAL.

LAST ACTS OF THE DRAMA.

MR. SINCLAIR IN GAOL.

[REUTER'S AMERICAN SERVICE.]

DEVERLY HILLS, Cal., May 6.
The secretary of the oil magnate Mr. H. L. Doheny, one of the protagonists of the Teapot Dome Naval Oil scandals, announces that Mr. Albert Fall's ranch at Three Rivers, New Mexico, will be sold by the Sheriff to satisfy the first mortgage held by Pueblo parties.

A representative of Mr. Doheny will attend to bid therefor.
It was Mr. Doheny's loan to Mr. Fall, in connection with this property, that brought the oil scandal to a head, costing Mr. Fall his Secretaryship of the Interior and embarrassing the Harding Administration.

It is a coincidence that Mr. Harry Sinclair, a central figure in the scandal and who held a third interest in the ranch, is just about to begin his long deferred three months' imprisonment, to which he was sentenced in Washington, for contempt of court.

Bought By Doheny.

LATER.

Mr. Doheny bought Mr. Fall's ranch for \$188,000.

The Finale.

WASHINGTON, May 7.

Mr. Sinclair surrendered at the gall last night, arriving by motor car from New York, preceded and followed by other cars.

Scores of flashlights exploded from a crowd of waiting photographers as Mr. Sinclair alighted, and stumbled across the pavement, obviously most affected, and then disappeared inside.

This final act of the drama, which began when Mr. Sinclair, after his sentence, exclaimed, "I don't expect to spend one day in gaol or pay one dollar fine," has been watched most interestedly by the whole country.

The newspapers print, in ironical juxtaposition, photographs of the District of Columbia, gaol, and Mr. Sinclair's million dollar mansion at Long Island.

BERLIN QUIETER.

MR. MACKAY'S DEATH.

[THROUGH REUTER'S AGENCY.]

BERLIN, May 6.
Peaceful conditions having prevailed for 45 hours, the Police President has raised the state of siege in the Wedding and Neu Koelln Districts.

An eye-witness states that he saw the New Zealand journalist, Mr. Mackay, ordered by a policeman to put his "hands up."

Mackay who was practically ignorant of German, lifted his right hand and simultaneously made a movement with his left (probably to find his special pass).

The policeman, misinterpreting the movement, immediately fired.

LITHUANIAN PREMIER.

ATTEMPTED MURDER AT KOVNO.

[THROUGH REUTER'S AGENCY.]

BERLIN, May 6.
A message from Kovno reports an attempt to assassinate M. Valdemaras, the Prime Minister of Lithuania. The attempt was made on Sunday evening, when seven shots were fired at the Premier's party outside a theatre. The Prime Minister himself was not hurt, but his A.D.C., Captain Gudinas, was instantly killed and his stepson and a lady seriously injured.

It transpires that of the four men involved in the attempt, three fired revolvers and one threw a hand-grenade. All escaped in the crowd, but a number of arrests have since been made.

DUTCH FLYING BOATS.

GOOD PROGRESS EN ROUTE TO BATAVIA.

[THROUGH REUTER'S AGENCY.]

BENDER ABAS, May 7.
Two Dutch naval seaplanes flying from Holland to Batavia where a Dutch seaplane base is to be established, arrived here, refuelled, and immediately took off for Karachi. They belong to the squadron of three, one of which crashed into the Tigris bridge at Bagdad, killing the pilot and injuring two occupants.

BRITISH TRADE IMPROVING.

THE BOARD OF TRADE ESTIMATES.

PROSPECTS BRIGHTER.

[THROUGH REUTER'S AGENCY.]

LONDON, May 6.
Speaking in the House of Commons on the Board of Trade Estimates, which were agreed to, Sir Philip Cunliffe-Lister (President of the Board of Trade) reviewed trade prospects and expressed the opinion that trade was steadily taking an upward trend.

The net trade balance of last year was £150,000,000 which showed a remarkable recovery from the setback of 1928 when it was £20,000,000. Industrial production generally had increased 3.2 per cent. in 1928, compared with 1924.

In view of the considerable regional amalgamations the potentialities in the iron and steel industry were encouraging and ship-building was satisfactory. The coal industry, for the first time for a considerable period, was making a profit. Though the cotton trade was depressed, development within the industry was distinctly satisfactory.

Sir Philip announced that he was appointing a committee to enquire into the patents law and practice.

Cotton Trade Prospects.

A British Wireless message states that Sir Philip Cunliffe-Lister reviewed the present trade conditions and prospects and said that, taking 1924 as the base year, exports in 1928 were up 4.8 per cent. and manufactured exports were up 7.8 per cent.

If one took the first quarter of this year and compared it with the corresponding quarter of 1924, the total exports showed an improvement of 9.2 per cent. and manufactured exports were 14.1 per cent. better.

Industrial production generally was up 5.2 per cent. in 1928 as compared with 1924, and if one took the manufacturing production increase it was 9.2 per cent.

These facts showed that trade was steadily taking an upward trend.

Referring to cotton, Sir Philip Cunliffe-Lister said that when the American section of the cotton trade had set its house in order and when it put forward a scheme of re-organisation, which really faced the facts and dealt with buying, manufacturing and selling, it would be in a position to demand all the finances it required and the Bank of England would be ready to lend it money up to £2,000,000.

BRITISH SUBJECTS IMPERILLED.

SLOOP SENT TO RESCUE FROM BASRA.

[THROUGH REUTER'S AGENCY.]

BASRA, May 6.
The British sloop, H.M.S. Cyclamen, has left for Abadan in order to protect the British residents there.

Serious rioting has broken out, and stones have been thrown at the Anglo-Persian Oil Refinery. Pamphlets agitating for revolt have been circulated and the police are unable to control the mob. Persian troops have been called out to restore order.

The police express the opinion that the outbreak is due to foreign Communist propaganda.

"BIGGEST EVER."

NEW U.S. INVESTMENT TRUST.

[REUTER'S AMERICAN SERVICE.]

New York, May 6.
Plans for the largest investment trust in the world, organised for the benefit of the workers of America, with capital amounting to \$5,000,000,000 is reported as being discussed between Mr. John Raskob, former magnate and a number of bankers.

The proposed trust will be supported by the workers of the country who, each month, will invest a small portion of their earnings as insurance against old age.

The money will be invested by the new corporation in leading American industrial companies.

THE RIOTING IN BOMBAY.

STATEMENT IN COMMONS.

SITUATION NOW IN HAND.

[BRITISH WIRELESS SERVICE.]

RUEBY, May 6.
Earl Winterton, Under-Secretary for India, has made the following statement regarding the recent rioting in Bombay.

A general strike in the Bombay mills was declared on April 26.

On May 1 there were several attacks on workers by strikers, but the fact that most of the strikers were Hindus and most of the non-strikers were Mohammedans indicated a risk of the development of communal trouble, especially as there had been serious communal disturbance on April 27, apparently unconnected with the strike.

Communal rioting spread from the mill areas to the central parts of Bombay and continued on May 2 and May 3. On the latter date 200 rifles of the Warwickshire Regiment were called out and on the following day the military posts were strengthened as the sporadic attacks continued.

The Police have been reinforced by armed police and further military support while the Curfew Order and an order prohibiting the assembly of more than five persons were put into force on Saturday.

The Bombay Government now regard the situation as, on the whole, quiet and the forces on the spot at present adequate.

Casualties reported up to the present are 8 killed and 108 injured.

SEEKING GOLD BY AEROPLANE.

HUGE MACHINE FOR NEW GUINEA PROSPECTORS.

Singapore, April 30.—When the s.s. Mangola leaves Singapore she will take with her a huge Handley Page aeroplane, which is being shipped from England to Port Moresby.

The aeroplane, which is at present in packing cases, is to be used to transport men and stores from Port Moresby to the goldfields of interior New Guinea, and gold from the mines to the coast.

Whereas the overland journey through jungle country and over mountain ranges rising to 10,000 feet takes three weeks, the Handley Page is expected to cover it in less than an hour. Aerodromes have been prepared at the mines, which are 3,000 feet above sea level and near Port Moresby.

The Handley Page, which was built by Imperial Airways for fast passenger service between London and Paris, is capable of cruising at 110 m.p.h., weighs 7½ tons and will carry one and a half tons of freight or passengers.

Imperial Airways have provided a distinguished personnel to accompany the machine.

The pilot, Capt. Irving Thompson, D.F.C., served throughout the War. For years he was instructor to the Air Arm of the Navy and, during 1924-27, chief instructor of Hampshire Aeroplane Club near Southampton. He has since been engaged in flying air liners to France, Switzerland, and Germany.

Mr. W. R. E. Satchell, the rigger was in the R.F.C. during the War, and was subsequently rigging instructor to the Japanese Naval Air Force, under Colonel The Master of Semphill, for three years.—*Straits Times*.

WASHING CLOTHES AND WASTING WATER.

Mr. Whyte-Smith had before him at Kowloon Magistracy yesterday another batch of offenders against the regulation preventing washing within 100 yards of the street fountains, and others for filling wash tubs with water from the street fountains.

The former offenders were each fined \$2 and the latter \$4.

BRITISH GOLF "OPEN."

DIEGEL AND TOLLEY LEADING.

A HOLE IN ONE!

[THROUGH REUTER'S AGENCY.]

LONDON, May 7.
Indications in the British Open Golf Championship are that the highest qualifying score will be 169. Conditions are now easier, but it is still windy.

Leading aggregates on both courses at 2:30 p.m. were:—

Leo Diegel (American)	70-74=144
C. J. H. Tolley (British)	73-73=146
Perkins (British)	73-74=147
Havers (British)	81-72=153
Denham (amateur, British)	73-75=148
Hagen (American)	73-76=149
Lacey (Selsdon Park, British)	73-76=149
Horton Smith (American)	73-76=149
Melhorn (American)	73-76=149
Macdonald Smith (American)	79-77=156
Herd (British)	79-78=157
Ray (British)	80-78=158
Turnesa (American)	79-80=159
Jim Barnes (American)	79-81=160
Robson (British)	79-81=160
Espinosa (American)	80-81=161
E. Whitcombe (British)	84-80=164

Amateur's Hole in One.

EDINBURGH, May 7.

R. Mathieson, the Oxford Double Blue and ex-boy champion, did the fourth hole, 179 yards, in one.

Mathieson, who went round in 88, with an aggregate of 181, is the first amateur ever to hole in one in the Open Championship.

Earlier Scores.

LONDON, May 7.

The British players topped the field on both courses after the first 18 holes.

At Muirfield the leaders are:—
Whiting (Royal St. George's) 74
Compton (British) 75
Tolley (British) 75
On the Gullane course the leaders are:—

Jewell (Long Ashton)	73
Cruckshank (American)	73
Van Elm (American)	73
Reg. Whitcombe (British)	73
Boomer (British)	73
Mitchell (British)	73
Hagen (American)	75
Duncan (British)	75
Perkins (British)	75

The Danger Zone.

Amongst well known players on both sides of the Atlantic whose chances appear to be jeopardised are the following:—

Sarazen (American)	81
Braid (British)	82
Farrell (American)	82
Gadd (British)	83
G. Whitcombe (British)	84
E. F. Storey (British)	84
Alliss (British)	85

Bad Conditions.

The conditions are the worst known in living history for golf, bitter cold weather being accompanied by torrential rain.

The Malay States amateur, Kyle (of Selangor) returned a score of 84.

GOLF FOR MINERS.

MEN MUST SHAVE AND WEAR COLLARS.

PROFESSIONAL COACH.

A golf course for miners and their wives is being constructed in the little colliery district of Seghill, Northumberland.

Seghill Colliery has been called the "working man's public school" on account of its magnificent welfare schemes. Its latest enterprise, the golf course, is being laid down by the miners themselves.

It is a nine-hole course, with some natural hazards, and the men will have a professional to teach them. Already there is a membership of about 160.

It is probably one of the most remarkable clubs in the country. The subscription is sixpence a week, and the rules insist that all players shall be shaven and shall wear collars and ties.

Many men have bought plus fours and pullovers.

There are 1,000 men employed at the colliery, and extraordinary facilities have been made for their recreation. These include:

Classes where lectures are arranged on almost any subject.

Spacious rooms with billiards and dance halls, reading rooms and chess rooms.

A vast hall, whose rafters are enclosed in wire netting, so that football may be played by electric light.

Three Rugby grounds, with pavilions and dressing rooms used by seven teams composed of pitmen and boys.

Three tennis courts, and more being laid down.

A bowling green, a cricket pitch, and a Boy Scout troop.

TARIFF REVISION IN U.S.

CANADIAN PROTEST HEADED.

A VEILED THREAT.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 6.
The new Tariff Revision Bill will most probably be introduced into the House of Representatives tomorrow.

It is embraced in a bulky document, consisting of over 55,000 words, and accords generally with President Hoover's wish that revision shall be "limited."

It is understood on good authority that about one-third of the schedules have been revised on an upward scale. Increased duty on sugar is proposed, but Philippine sugars and coconut oil will be duty free.

Protests from Canada, the Argentine and other countries against an increase in the tariff on certain products have been headed, it is believed; at least to the extent of not making the increases as large as competitive producers in the United States demanded.

There is reason to believe that a strong hint was given to the Tariff Committee that Canada, if offended by the tariff changes, would undoubtedly place difficulties in the way of the huge waterway scheme for connecting the Great Lakes with the sea via the St. Lawrence River.

President Hoover is said to be keenly interested in this subject.

MALAYAN TURF CLUBS.

SELLING NUMBERS, NOT TICKETS IN LOTTERIES.

Mr. C. Hannigan, Commissioner of Police, F.M.S., in his report for the past year states that gaming, other than gaming organised by the various Turf Clubs, was held well in check during the year. The position regarding gaming at race meetings was reported to Government and Turf Club Committees introduced improvements in this respect towards the end of the year.

Certain Turf Clubs are endeavouring to remedy the lottery ticket evil by issuing numbers instead of tickets to their members. This may discourage the public to a certain extent from participating in these lotteries as the man in the street may not care to buy numbers instead of tickets, but it is possible that it may be found necessary to amend the law to make it an offence to pass a ticket to a non-member.

The lottery evil is prevalent in Asiatic Clubs, where the management sell tickets to members who retail them to members of the public.

INCREASE OF BURGLARY IN F.M.S.

MALAYAN POLICEMEN'S MOST SERIOUS PROBLEM.

In his report on the state of crime and the administration of the police force in the F.M.S. for the year 1928, Mr. C. Hannigan, Commissioner of Police, F.M.S., points out that the details for house-breakings and thefts are as follows:—

1924	195
1925	206
1926	206
1927	384
1928	600
1929	3,653

It will be noticed, he says, that house-breaking figures are steadily increasing every year. This is due, I think, not so much to a material increase in the number of house-breakings (except perhaps in 1928) as to the fact that every year the classification has been becoming more exact, more house-breakings each year being correctly classified as such and not loosely classified as thefts.

It will be noticed also that the theft figures up to 1927 have decreased as those for house-breakings have increased. In 1928 the classification of house-breakings as such became absolutely exact. In 1928 both house-breakings and thefts have increased. This is partly accounted for by more accurate recording and investigation of those offences and partly possibly by an actual increase in the number of them.

"House-breaking" is going to be the Malayan policeman's most serious problem during the next few years, and well-considered and well-planned preventive measures will have to be energetically employed by all officers concerned to keep this class of crime in check.

Telegrams in Brief.

Four thousand inmates of the New Jersey State Asylum became panic-stricken when a fire broke out which destroyed the greater part of the main buildings. The patients, clad only in their night-clothes, yelled in frenzy as the guards and attendants endeavoured to shepherd them from danger. All the inmates were rescued, none attempting to escape.

There are now 313 cases of small-pox in London.

Mr. Charles Evans Hughes, the son of the former U.S. Secretary of State, has been appointed President Hoover's Solicitor-General. Political circles in Washington have been taken completely by surprise by the announcement.

A MAORI FILM.

"UNDER THE SOUTHERN CROSS."

The men who went to New Zealand to make the romantic film "Under the Southern Cross," which was recently shown in London, must have had a great deal of fun. It is a love and war story founded on an ancient Maori legend, and the cast consisted entirely of Maoris, young and old, who had never been filmed before, but who evidently entered thoroughly into the spirit of the thing and showed a natural sense of the dramatic in their queer tribal dances, fierce fighting scenes, and more especially in the comedy parts. In the real old days the warriors were tattooed, but that custom has died out and only two of the cast showed how terrifying the old warriors looked. The stay-at-home English people who still have a disconcerting idea that their New Zealand-born cousins are likely to be dark-complexioned if not actually black will be surprised to see how fair the good-looking young Morris are.

The story is set in the thermal district of the Dominion, and there are fine pictures of the sulphur caves on a restless volcanic island, but tourists visiting New Zealand will not easily find the volcano which so conveniently puts an end to the tribal warfare and pours out lava at amazing speed.

This picture play is preceded by fine views of whale-fishing and of exciting battles with the great swordfish, a sport that is now attracting many visitors. But to most travelling people the chief interest in the magnificent series of views in the southern fiord and alpine districts. Nothing finer of the kind has been shown than the close views of snowfields, glaciers, and summits with the mists boiling up over them, the dazzling sunshine in flower-filled valleys, and the great waterfalls cascading down bush-covered hills.

"TOO OLD AT 16."

FATE OF GIRL WORKERS.

Life as it is lived in the East End was described to teachers attending the Conference on New Ideals in Education at Malvern by Miss Muriel Lester, who has worked among the poorest classes in Bow for twenty-six years.

She revealed the fact that in many of the factories and workshops girls are considered too old to work at sixteen.

"Girls of sixteen are turned out of their work and their sisters of fourteen engaged instead," she declared, "because insurance has to be paid in respect of the sixteen-year-old worker."

"It is a new cry, and a serious one, 'Too old at sixteen,' and it is sad for a girl who hoped to be of some use in the world."

MR. THOMAS ON "QUACKS."

Mr. J. H. Thomas, M.P., speaking at Plymouth, said:

I dep

TO END CIVIL WAR IN CHINA.

AN APPEAL TO THE NATION.

Marshall CHIANG KAI-SHEK, CITIZENS, and SOLDIERS,
Hearken to me.

Being a retired leader of the revolution, and having started the work of organising the Revolutionary Movement with the late Mr. Yeung Ku Wan (assassinated in Hong Kong on January 10, 1901—See Dr. Sun Yat Sen's letter of lamentation to me dated February 13, 1901) and others in 1897, some years before the late Dr. Sun Yat Sen started and joined hands with us in 1898, I believe it is my bounden and rightful duty at this critical moment in China's history to give some warning words of advice to the leaders of the contending factions, who are responsible for the bloodshed and warfare which is disturbing the world and tearing China to pieces.

And, in the interests of historical accuracy, and in order to prevent doubt and misunderstanding, I take the liberty of quoting Mr. Thomas H. Reid (Editor of the *China Mail*, etc.), one of the first to support the Revolutionary Movement in 1895, as under:—

"You have the great satisfaction of knowing that you assisted in placing four hundred millions of your fellow men on the road to a better and more humane life, and in initiating a movement which will go down in history as one of the most momentous in the records of the world."—November 30, 1912.

and also Mr. Chesney Duncan (Editor of the *Hong Kong Telegraph*, etc.), one of the early supporters of the Revolutionary Movement in 1895, who wrote:—

"It marks you as the liberator of your countrymen, for not only

did you carry through the "spade work" that made ultimate success possible, at the risk of your life and of all near and dear to you, but you unostentatiously persevered in the great and good work until your efforts were crowned with success.

"You were content to allow others to take credit that, obviously, was due to your patient perseverance in well-doing, never doing aught that might kindle party strife or fan the flames of envy, hatred and malice which have had such a deleterious effect on the grand work of reform."—(December 14, 1924).

and Mr. Alfred Cunningham (Editor of the *Hong Kong Daily Press* and *South China Morning Post*, etc.), who wrote as follows:—

"Of my work in Hong Kong no one is better qualified to speak on my behalf than yourself. Were we not colleagues together, and did we not use every effort in our power to promote the cause of progress in China?"

"You know the risks?—from the time the small Reform Committee met surreptitiously in the Colony, you kept the flame burning at constant risk of your freedom, your life, and of those you held dearest."

"Mine was an easier part, to hammer away in the paper in the interests of reform and to influence the authorities. For years we worked together by means of the paper (*Hong Kong Daily Press* and *South China Morning Post*) in the one cause."—(May 4, 1912).

The present situation is most critical and dangerous, and I earnestly hope that this appeal will be taken to heart by the officers and soldiers who are fighting in blind ignorance, and sacrificing their lives in purposeless and ignominious warfare. This deplorable and senseless fratricidal civil war is impoverishing and ruining the country, and the consequences of a prolonged struggle are too horrible to contemplate.

China has already experienced eighteen years of civil war and bloodshed, which means nothing more than race suicide and national extinction. Vast territories of the different provinces are torn and devastated by war and famine, and

millions of the once happy and contented people are now dying from sickness and starvation.

Have the rival militarists and politicians no feeling or sympathy for these suffering and starving millions?

Is patriotism dead in China?

It is not only a question for the politicians and the people of China to decide and settle, but the present conditions in China are rapidly becoming a serious world problem, involving the political and economic life of all nations.

Consequently, civil war in China must cease, and now is the time for united action.

1.—The European Powers should suppress the export of arms and ammunition to China, and support the legally constituted Government.

2.—All soldiers should serve and swear allegiance only to the Government that is working for the welfare of the country and the people.

3.—All soldiers to refuse to participate in fratricidal civil war, or take up arms and serve any General who is using them for selfish purposes.

4.—All soldiers to refuse to obey any General who is disloyal to the Government and working for self-aggrandisement.

5.—All citizens to refuse to supply such disloyal General and their troops with food or money.

6.—All soldiers to be educated and taught the true principles of patriotism and loyalty to the Government.

It is my firm conviction that no "Party" Government will ever succeed in uniting and governing the four hundred millions of China.

Therefore, the Kuomintang Party and its rival cliques should be dissolved by the Government, and all secret political parties, societies, and unions must be rigorously suppressed in order to preserve peace and tranquillity.

What China needs is provincial autonomy, and a Commonwealth Government based upon that of the Republic of the United States of America.

Vox Populi, Vox Dei.
TSE TSAN TAI.
Hong Kong, May 1.

SHANGHAI RACES.

GLEN DOCHART WINS DERBY.

At the second day of the Shanghai Spring Meeting, the big event, the Shanghai Derby, was won by Messrs. Lee and Hickling's Glen Dochart, Needa being the successful jockey. The same owners also secured second with Glen Finnan (Springfield). Mrs. Speelman's Le Corsaire being third. The time was 3mins. 25secs. compared with the record of 3mins. 7.1-5secs.

In all the events, however, times were slow.

THE RESULTS.

The results, for which we are indebted to the kindness of the Hong Kong Club, were as follows:—

Race 1.—Pari-mutuel Cup: One Mile.

Lozi (Mr. Haimovitch) 1
Smouldering Fire (Mr. Herzberg) 2
Victoria's Venture (Mr. Bainsfather) 3

Time: 2mins. 18secs.
Record: 2mins. 01sec.

2.—The Onu Ka Za Cup: 2 Miles.

Veterock (Mr. Collaco) 1
Sahara (Mr. Bowling) 2
Election Eve (Mr. Haimovitch) 3

Time: 1min. 37.2-5secs.
Record: 1min. 27.1-5secs.

3.—The Grand Stand Stakes: 1 1/2 Miles.

Setting Eve (Mr. Haimovitch) 1
Three Cheers (Mr. McCann) 2
Army Light (Mr. Bowling) 3

Time: 2mins. 53.4-5secs.
Record: 2mins. 32.2-5secs.

4.—The Peking Cup: One Mile.

Dare Devil (Mr. Dallas) 1
Castle Diamond (Mr. Springfield) 2
Engagement Eve (Mr. Davis) 3

Time: 2mins. 15.4-5secs.
Record: 2mins. 01sec.

5.—The Shanghai Derby (Classic): 1 1/2 Miles.

Messrs. Law and Hickling's Glen Dochart (Mr. Needa) 1
Messrs. Law and Hickling's Glen Finnan (Mr. Springfield) 2
Mrs. Gaby Speelman's Le Corsaire (Mr. Harris) 3

Time: 3mins. 25secs.
Record: 3mins. 07.1-5secs.

6.—The Shanghai Stakes: 1 1/2 Miles.

Larchtree (Mr. Wells Henderson) 1
Meadow Green (Mr. Judah) 2
Tubby Cat (Mr. Bowling) 3

Time: 3mins. 31.3-5secs.
Record: 3mins. 07.1-5secs.

7.—The Shanghai Race Club Handicap: 1 1/2 Miles.

Umquellend (Mr. Dallas) 1
Alberkank (Mr. Hill) 2
Crossfire (Mr. Hill) 3

Time: 2mins. 57.2-5secs.
Record: 2mins. 32.2-5secs.

8.—"B" Class.

Bing (Mr. Maitland) 1
The Banquet (Mr. Needa) 2
Cherrybrook (Mr. McCann) 3

Time: 3mins. 01.4-5secs.

9.—The Slocaw Cup: 1 1/2 Miles.

Busy Bee (Mr. Brand) 1
New Zealand (Mr. Dallas) 2
Buster II (Mr. Maitland) 3

Time: 2mins. 48.2-5secs.
Record: 2mins. 32.2-5secs.

10.—The Scurry Stakes: Seven Furlongs.

Glengyle (Mr. Needa) 1
Snuff Box (Mr. Maitland) 2
Blue Blazes (Mr. Bowling) 3

Time: 1min. 56.2-5secs.
Record: 1min. 45.2-5secs.

11.—Tientsin Plate: One Mile.

Apple Leaf (Mr. Brand) 1
Copper (Mr. Harris) 2
Sparkhill (Mr. Herzberg) 3

Time: 2mins. 18.3-5secs.

12.—Hankow Handicap: 1 1/2 Miles.

Spearmint (Mr. Dallas) 1
Zorhan (Mr. Jack) 2
Jill (Mr. Wells Henderson) 3

Time: 2mins. 45.2-5secs.

13.—Wuchang Cup: 1 Mile.

Purple Diamond (Mr. Maitland) 1
The Snake Bird (Mr. Brand) 2
Ecarte (Mr. Davis) 3

Time: 1min. 37.2-5secs.

ST. JOSEPH'S COLLEGE SPORTS.

THREE RACES FOR OLD BOYS.

The 13th annual sports of the College will be held, under the auspices of the St. Joseph's College Old Boys' Association, on Saturday, at Sookunpoo Ground. There is a long list of events, including the following for the Old Boys:—
220 Yards Handicap.
100 Yards Veterans Race, Old Boys over 40.
Inter-Hong Team Race. Teams of four, 220 yards, each.

With regard to the last event, the following firms have sent in entries:—
Hong Kong Electric Co., Hong Kong & Shanghai Bank, Chartered Bank, Eastern Extension Telegraph Co., Jardine, Matheson & Co., and Asiatic Petroleum Co.

THE PORT OF DAIREN.

ITS IMPORTANCE TO MANCHURIA

The port of Dairen, leased to Japan for a term of 99 years after the Russo-Japanese War of 1904, is among the best trade ports on the China coast, being a natural harbour with numerous inlets for the anchorage of ocean steamers and cargo junks, says the *Chinese Economic Bulletin*. Next to Dairen is Tsingtao, the other ports in North China being all inaccessible by steamers during some part of the year. Newchwang, Antung, Tientsin and the Soviet port of Vladivostok are frozen up one-third of the year. Tientsin, because of the increasing silt in the Haiho has become a river port instead of a seaport. Shanghai with its scattered wharfs along the Whampoo River, where rail facilities are not well provided, does not compare favourably with Dairen as a natural port, although the volume of business transacted is far greater.

Dairen to-day is the nucleus of all Manchurian commerce. Yingkou, or the English name, Newchwang, was originally intended as the main outlet for Manchuria and Siberia, but the growth of Dairen has altered plans for other Manchurian ports. Under Russian occupation the port was known as Dalny, situated north of the railway tracks, known today as the Russia-Mach. It is estimated that Russia spent about 30,000,000 roubles on the development of Dalny.

Breakwaters and Facilities.

The control and the management of the present port of Dairen is divided between the Kwantung Government and the South Manchuria Railway Company. The breakwaters of the port total 3,984 meters in length, enclosing a harbour area of 3,140,000 square meters, while the quay and wharf lines total 4,300 meters, and can accommodate 25 vessels at one time with a total of 330,000 tons. The junk wharf to the west of the port can berth about 250 junks at one time. The depth of the main basin averages 9.09 meters, making it possible for the anchorage of vessels of over 30,000 tons.

The flow of merchandise to and from Manchuria is through Dairen. The adjacent port of Port Arthur is a naval base rather than a commercial city. No industrial plants are to be found there, the population consisting of Japanese servicemen and Chinese farmers. The population of Dairen to-day is 230,000 of which 7,000 are Japanese. Owing to the arrival of rich Chinese from North China after the capture of Peking, land values in Dairen have increased rapidly. The immigrants are of two extreme classes of people, namely: erstwhile officials of the defunct North regime and ex-military officers who come with plenty of money; and the very poor farmers of Shantung. The former class of Chinese are good land buyers whose coming is especially welcomed by the Japanese. Every Ping of land in the business section is now sold at from Yen 60 to Yen 400; that in the residential section, from Yen 60 to Yen 100; and that in the non-residential section, including farm lands, from Yen 40 to Yen 50. (A Ping is about 6 square feet). Most of the Chinese who have brought land live on Star Beach on the western outskirts of Dairen.

Exports.

The following tables show the principal articles of Chinese produce exported through Dairen in the July-September quarter of 1923 and the corresponding period in 1927.

Animals and animal products, including bones, bristles, fishery and sea products, horse hair and hides: Skins: dogs, mouton and kolinsky, 37,841 piculs, 21,000 pieces; 38,026 piculs and 191,087 pieces; Beans and bean cake: 3,003,904 piculs, 5,594,236 piculs.
Cereals: 833,042 piculs, 806,756 piculs.
Bean Oil: 193,246 piculs, 606,190 piculs.

It will be readily seen that the export of Manchurian products last year exhibited a marked decline. The export of bean oil, a staple product of Manchuria, dropped from 806,160 piculs to 193,246 piculs, a decrease of 70 per cent. The only increase in exports recorded last year was in animal skins. The decline in trade was due chiefly to the boycott of Japanese goods effected at various ports and cities. Due to the scarcity of Chinese steamers, most of the Manchurian products had to be shipped by Japanese boats and were therefore regarded as Japanese goods. The recent settlement of the Tientsin affair should increase the export of Chinese products from Manchuria. Judging from the statistics already obtained at the Chinese Maritime Customs office at Dairen this year, Customs authorities are of the opinion that not only the resumption to normal trade conditions but a great increase will be recorded this year.

MONEY & MARKETS.

IMPORTS-PRICES CURRENT

The reports and prices are published as supplied by Importers, and the Chamber cannot accept responsibility for the accuracy thereof.

Metals.

Heavy stocks. Market weak.

Lead and Steel...	per picul	\$6.80
Nail Rods...	per picul	\$4.70-4.80
Steel Bars (round 1 1/2")...	per picul	\$4.60
" Angles...	per picul	\$5.20
" Bolts...	per picul	\$4.20
" Joints...	per picul	\$4.00
" Sheets 4' x 8' x 1/8"...	per picul	\$10.00
" Plates...	per picul	\$10.00
Swedish Bars...	per picul	\$11.10
Small round rods...	per picul	\$20.50-5.50
Hoops, black steel...	per picul	\$7.70
Hoops, galvanized...	per picul	\$11.10
Tubes, black...	per picul	\$7.40 per cent.
" galvanized...	per picul	\$8.40
Wire Nails, 1-3...	per picul	\$7.70-8.20
Galvanized corrugated sheets...	per picul	\$7.30
Galvanized flat sheets...	per picul	\$7.30
1/32", 1/16"...	per picul	\$6.50
Galvanized 3/32" x 4" x 1/8"...	per picul	\$9.80
Galvanized wire 19/21...	per picul	\$11.60
Galvanized wire 3" x 1"	per picul	\$11.60

(Japan made) ... per picul

R.M. Spot ... \$15.00-15.20

To arrive ... \$15.20-15.50

Australian—B.H.P. Spot ... \$15.50-15.60

To arrive ... \$15.00-16.00

English Yellow Metal ... \$60.00

Sheeting ... \$60.00

Japan make 80 ozs. ... \$60.00

JAPAN COPPER ... \$60.00

Slabs ... \$60.00

Files ... \$60.00

ZINC SHEETS, 8 x 4 ... \$23.00

WASTE AND OLD MATERIALS ... \$23.00

THE PLATES ... \$23.00

English L.C.W., 20" x 14", 100 ... \$9.15

Spot ... \$9.15

English L.C.W., To arrive ... \$9.25-9.35

English L.C.W., 18 1/2" x 14", ... \$9.30-9.40

English L.C.W., To arrive ... \$9.40

American L.C.W. (Spot) 20" x 14", ... \$11.40

100 lbs. per box 112 sheets ... \$11.40

American L.C.W., To arrive 20" x 14", ... \$11.40

100 lbs. per box 112 sheets ... \$11.40

Petroleum Products.

WHITE ROSE BRAND ... per case 4.05

COMET BRAND ... per case 3.89

COCK ... per case 3.50

EAGLE BRAND ... per case 3.50

SCOUT MOTOR GASOLINE ... per case 3.89

SILVER LIGHT ... per case 3.89

CROWN BRAND ... per case 3.89

8 1/2 galls. 68 lbs. per bulk 2.50

CROSS BRAND ... per case 3.50

8 1/2 galls. 71 lbs. per bulk 2.54

LAMP GLASS ... per case 3.43

Kerosene prices reduced 22 cents

per unit on 25/4/20.

SHELL MOTOR SPIRIT ... per case 3.90

per case 3.89

per bulk 3.83

per gallon (ex pump) 0.70

TEXACO "SCALE" Kerosene ... per case 4.11

" "Yin Foo" ... per case 3.87

" "GALAXY" ... per case 3.60

KAIPING—No. 1 Lump ... \$15.00

" Nut Coal ... \$15.00

" No. 2 Lump ... \$11.50

" No. 1 Black ... \$9.40

" No. 2 Black ... \$8.70

Flour Report.

QUOTATIONS:—

American Patent ... per sack \$3.90-4.00

" Straight ... \$2.80-3.15

" Cut off ... \$2.85-3.30

Shanghai Flour ... none

Australian No. 1 ... \$3.00-3.25

" No. 2 ... \$2.70-2.85

" No. 3 ... \$2.70-2.75

" Mixture ... \$2.60

" 2nd Clear ... \$2.55

Stock:—

American ... 500,000 bags

Canadian ... 320,000 "

Australian ... 80,000 "

900,000 bags

MARKET—Very weak and quiet.

Sundries.

4th Quality of 100 sq. ft. ... \$13.50

per box ... \$5.80-6.50

1/16" thick (27 ozs.) ... \$13.50

China, India and Straits Produce.

Soya—

Java Rough White ... per picul \$7.15-7.73

(Reported sales 37,435 piculs. Spot.)

Java Rough White per picul \$7.20-7.73

(Reported sales 4,950 piculs. To arrive during May, June, July, August, September, 1929.)

Java Fine White per picul \$7.00-7.23

Java Rough Brown per picul \$7.00-7.23

(Reported sales 1,650 piculs. Spot.)

Java Rough Brown per picul \$7.00-7.23

(Reported sales 4,413 piculs. Spot.)

(Continued on next column.)

CANADIAN TRADE IN CHINA.

INTERESTING DEVELOPMENT.

The value of the market for Canadian products in Hong Kong, South China, and the Philippine Islands has

THE FOUR LEADING BEERS ON THE MARKET

SUIT ALL PALATES.

MUNCHENER BURGER-BRAU. DARK.
PILSENER SUPERIOR QUALITY. LIGHT.
TUBORG FABRIKKER. DINNER BEER.
LOWENBRAU "LION BRAND." DARK.

We guarantee these brands to be of first class quality and prices compare favourably with inferior brands.

A trial is solicited.

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.
 HONG KONG.
 TEL. C. 135.

Money and Markets

HONG KONG MARKET REPORTS.

Quotations at yesterday's local market for rice and other foodstuffs were as follows:—

Rice.	Per picul
Kwai Tsz	\$6.68
Hung Ling Tsz, Unglutinous	7.30
Green Double Claymores	6.98
Hung Shou Unglutinous	5.61
Green Seal, Broken	7.48
Red Seal, Unglutinous	5.94
No. 1 Glutinous, granulated	5.73
No. 2 Glutinous, granulated	7.92
Blue Grape	5.63
Black Seal, Broken	6.23
Green Seal, No. 3	5.68
Green Seal, No. 1 granulated	5.68
Blue Seal, Broken	6.03
Miscellaneous.	
No. 18 Coarse granulated sugar	\$ 6.63
No. 24 Coarse granulated sugar	7.38
Soy Bean	7.00
Green Bean	8.50
Black Bean	6.60
Awabi, No. 1 Kumshan	137.00
Camellia Nut Oil	20.40
Dried Shrimps	84.00
Green Flax	27.00

CANTON TRADE NOTES.

The rice market has been also inactive and transactions have been few.

Straw hats made in Kwangtung are neither very smart or of the best material. They have, however, the merit of cheapness and are being exported in large number to Pakhoi and other country districts.

Business at Wuchow has been bad for a long time past, but now things are going from bad to worse. Shipments of goods to Canton and Hong Kong have almost ceased and the exchange rate for the Hong Kong dollar is \$3.25 Kwangsi.

A very dull market for edible marine products has been experienced though large quantities of Japanese goods have been imported since the end of the boycott. The dullness is attributed to the high exchange rate and to a short demand.

During the week ending the 29th ult. over 826 bales of raw silk and 724 bales of reeled silk were exported. Prices of Japanese silk in foreign countries have slightly increased on account of shortage of stocks and prices of Chinese silk have remained firm.

Demand for building materials of all kinds, especially steel frames, are in keen demand in Canton, and likely to be for a long time as the rebuilding of roads, houses and business premises continue to progress rapidly. The amount of cement produced by the local factory is nothing like enough for present requirements.

Silk filatures in the country districts have done badly out of the first crop this year. It was expected that the drought would at least benefit this industry, but its unexampled severity affected the supply of mulberry leaves, whose price went up to \$3 a picul. The immature cocoons were discarded and the crop short. The financial crisis has had a most unfortunate effect on the industry and if not settled is likely to cause failure of the second crop.

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

CANTON, May 6.	
Water Works	8 3/80
Electric Light & Power	4.40
Canton-Hankow Railway	0.49
The Sun Company	97.00
Sincere Company	118.00
Nanyang Bros. Tob. Co.	4.50
Canton Tramways	2.60
China Merchants' Steam Navigation Co.	49.00
Central Bank of China	48.00

RUBBER.

OPINION "NOT VERY OPTIMISTIC."

Messrs. Pentreath & Co. have kindly forwarded us the following letter dated April 10 from Messrs. Hornby Hemelryk & Co. of Liverpool.

The market was rather dull and inactive during the past week, but was firm at the close last night with Spot 11d., July/September 11d., October/December 11d., January/March 12d.

Shipments from Malaya during March, which amounted to 49,448 tons and which information was received shortly after the Easter holiday, were considered rather disappointing by the market, as a smaller quantity had been down to below 11d., but there were ready buyers at the decline and the price quickly recovered again.

The only feature of note has been the demand for float parcels, particularly those near New York. As these parcels came into the market, they were quickly taken, and there is still a good enquiry, which seems to emanate from Dealers who are short on the New York market.

Reports of a large rate of consumption in March were in circulation yesterday and caused a slight improvement in prices. Preliminary estimates speak of a March consumption of between 48,000 and 49,000 tons, which, if correct, would mean a considerable expansion and would necessitate a revision of the consumption estimates for this year.

In spite of these favourable reports and the fact that the American consumption for the first quarter will almost certainly constitute a record, the general opinion in the market is not very optimistic as to the near future, as the summer months will probably bring a falling off in consumption, and there seems no prospect of a reduction of supplies from the Far East.

The London stocks show an increase of 9 tons, on the week.

Our New York correspondents cable that record March consumption figures are expected shortly.

Tyre Manufacturers are working at high speed, and continuation of fine weather should bring improved turnover.

U.S. BANKING MERGER.

NATIONAL CITY BANK AND FARMERS' LOAN & TRUST COMPANY.

IMPORTANT CHANGES.

The Sub-Manager of the local branch of the National City Bank of New York has kindly forwarded us the following particulars of the recently announced application of the National City Bank and the Farmers' Loan & Trust Company.

Charles E. Mitchell, President of The National City Bank of New York, and James H. Perkins, President of The Farmers' Loan & Trust Company, announced yesterday (April 1) that the Boards of Directors of the two institutions had agreed on terms for the affiliation of the Trust Company with the Bank. Meetings of the stockholders of both institutions will be held in the near future to approve the transaction.

The shares of the capital stock of the Trust Company will be placed in the hands of Trustees to be held for the benefit of the shareholders of The National City Bank in a manner similar to that in which the capital stock of The National City Company, which is the Bank's security affiliate, is now held.

The name of the Trust Company will probably be changed to "City Bank Farmers Trust Company." It will devote itself entirely to the administration of trusts and will take over, as far as practicable, the trust business of The National City Bank.

The Banking Business.

On the other hand, the commercial banking business of the Trust Company will be taken over by the Bank.

The stockholders of the Trust Company will receive, when all necessary corporate steps have been completed, five shares of stock of The National City Bank for each share of stock in the Trust Company. This will result in an increase of the capital of the Bank from \$100,000,000 to \$110,000,000. It is planned that the Trust Company will have a capital of \$10,000,000 and a surplus of the same amount.

In addition to the existing endorsement on the stock certificates of the Bank, which evidences the beneficial interest of the shareholders of the Bank in the stockholders of The National City Company, there will be a second and similar endorsement to evidence the beneficial interest of such shareholders in the stock of the affiliated trust company.

Proceedings to effect these results will be taken under Federal and State Laws, and full details will be given in the notices which will be sent out to the stockholders of both institutions.

Present Staff: New Building.

Charles E. Mitchell will become Chairman of the Trust Company, and James H. Perkins will continue as its President and will become a Director of the Bank. All of the present officers and entire organization of the Trust Company will be retained, and will be supplemented by the personnel of the Trust Department of the Bank. The new building, which the Trust Company is about to erect to replace its present building on the west side of South William Street, between Exchange Place and Beaver Street, immediately to the south of the Head Office of the Bank at 55 Wall Street, will be designed to meet the special needs of an organization devoted solely to the handling of trust business.

Mr. Mitchell also announced that the Board of Directors of the Bank had approved the following administrative changes in the Bank and The National City Company, which will be effected at the next regular meeting of their Boards of Directors.

Mr. Mitchell will become Chairman of the Bank and of The National City Company, as well as of the Trust Company. Eric P. Swenson, Chairman of the Board of the Bank since 1921, will retire from that office but will continue as a Director. Gordon S. Bentcher, since 1923 a Director and since 1925 a Vice-president and Assistant to the President, will become President of the Bank. Hugh B. Baker, since 1917 a Vice-president of the National City Company, will become President of that Company and will be a Director of the Bank. The by-law changes necessary to invest the office of Chairman with executive powers will be made in the three affiliated institutions.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, May 6.	
Paris	194.15
Brussels	34.94
Amsterdam	22.067/8
Berlin	20.40
Copenhagen	18.20
Vienna	34.55
Helsingfors	193
Lisbon	108
Bucharest	617
Buenos Aires	47 5/16
Shanghai	2/54
Yokohama	1/10 5/32
New York	4.85 9/32
Geneva	25.19
Milan	92.60
Stockholm	18.15
Oslo	18.19

(Continued at foot of next column.)

WILLIAM FOX

Presenting

LADIES MUST DRESS

A delightful story which goes to prove that a beautiful girl must dress her best, not only to win, but to hold the man she loves!



with
VIRGINIA VALLI, LAWRENCE GRAY
 AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY
 At 2.30, 5.10, 7.15 & 9.20.

A lavish picturization of the famous Broadway stage success!

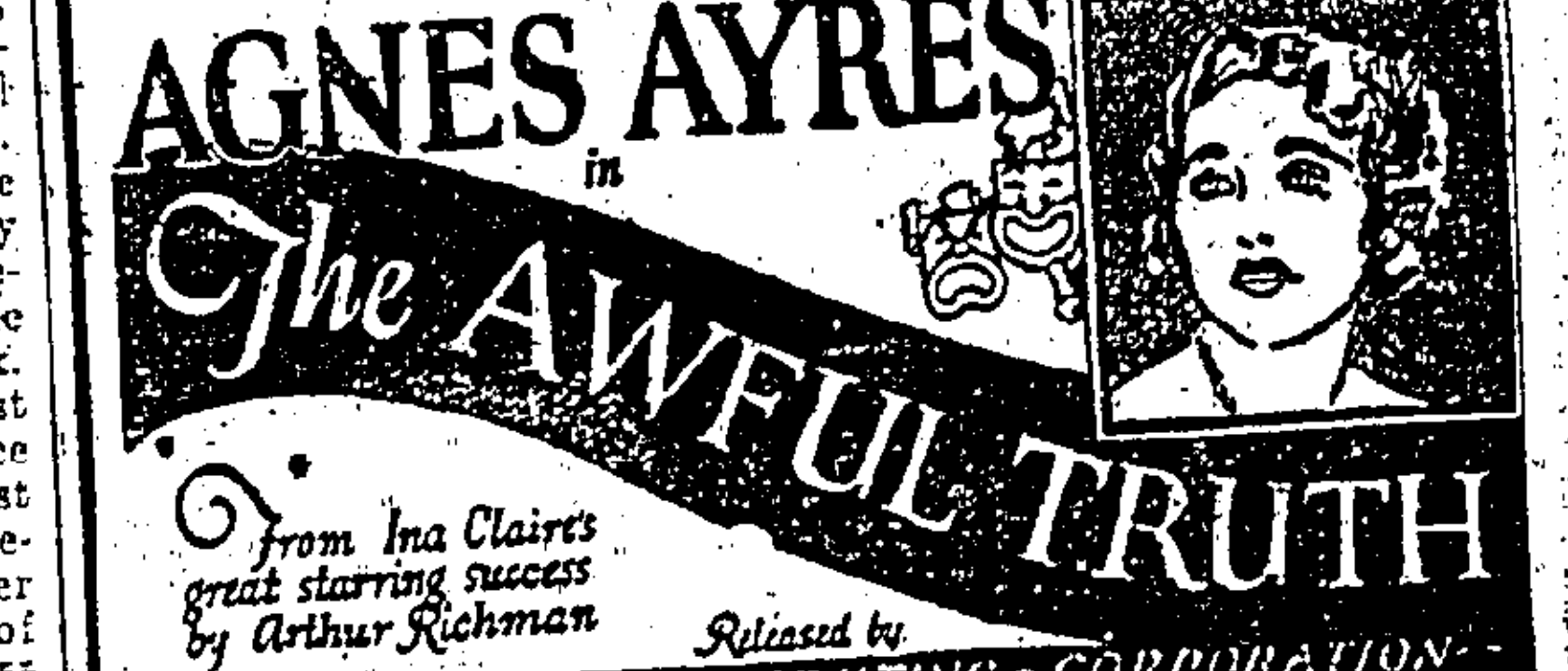
THE CHORUS LADY

With
MARGARET LIVINGSTON

ALSO
WONG WON SANG CHINESE ILLUSIONIST

AT THE **WORLD** FINAL SHOWINGS TO-DAY
 At 5.15 & 9.20.
 2.30 & 7.15—Chinese Picture, "The Girl General" Pt. 1.

BASED ON THE FAMOUS STAGE SUCCESS!



AGNES AYRES in **THE AWFUL TRUTH**
 From Ina Claire's great starring success by Arthur Richman
 PRODUCERS-DISTRIBUTING CORPORATION
 AT THE **STAR** FINAL SHOWINGS TO-DAY
 At 5.30 & 9.20.

HONG KONG STOCK EXCHANGE

CLOSING QUOTATIONS.

May 7, 1929.	
H.K. Banks	\$1210 buy.
Do. (London)	\$1210 nom.
Chartered Banks	\$219 buy.
Mercantile Banks, & Co.	\$235 nom.
Do. (Canton)	\$2154 nom.
P. & O. Banks	\$238 buy.
East Asia Banks	\$238 buy.
Canton Insurance	\$238 buy.
Union Insurance	\$180 buy.
North China Ins.	\$180 buy.
Yangtze Insurance	\$180 buy.
China Underwriters	\$220 buy, 2.30 sel.
China Fire Insurance	\$220 buy.
H.K. Fire Ins.	\$220 buy.
Douglases	\$220 sel.
H.K. Steamboats	\$220 sel.
H.K. Tugs	\$220 sel.
Indo-China (Fret.)	\$220 sel.
Do. (Del.)	\$220 nom.
Shell Transport	\$220 nom.
Union Waterboats	\$220 buy.
Benagets	\$220 buy.
Kailan Mining Admin.	\$220 nom.
Langkats (combined)	\$220 nom.
Do. (single)	\$220 nom.
S'hai. Explorations	\$220 nom.
Shanghai Loans	\$220 nom.
Rauhs	\$220 nom.
Tromh Mines	\$220 nom.
H.K. & W. Docks	\$220 nom.
H.K. & W. Docks	\$220 nom.
China Providents	\$220 sel. & s.
Hongkong	\$220 nom.
New England	\$220 buy.
Shanghai Docks	\$220 nom.
Exp. Cottons	\$220 buy, 121 sel.
Oriental Cottons	\$220 buy.
S'hai. Cottons (old)	\$220 sel.
Do. (new)	\$220 sel.
H.K. & S. Hotels	\$220 buy, & s.
H.K. Lands	\$220 buy.
Shanghai Lands	\$220 nom.
Hampreys Estates	\$220 nom.
H.K. Realities	\$220 nom.
H.K. Tramways	\$220 buy, 182 sel.
Peak Trams (old)	\$220 buy.
Do. (new)	\$220 buy.
Star Faries	\$220 buy, 67 sel.
China Lights	\$220 ex r ghts buy.
Do.	\$220 ex r ghts buy.
Do. Rights	\$220 buy.
H.K. Electric	\$220 buy.
H.K. Electric	\$220 buy.
Sandakan Lights	\$220 sel.
Telephones	\$220 buy.
China Buses	\$220 nom.
Singapore Tramways	\$220 nom.
Do. (Fret.)	\$220 buy.
China Sugars	\$220 buy.
Malabon Sugars	\$220 buy.
Canton Loos	\$220 buy, 8.50 sel.
Cementa (combined)	\$220 buy.
Do. (old)	\$220 sel.
Do. (new)	\$220 sel.
H.K. Ropes	\$220 buy.
United Asbestos	\$220 buy.
Dairy Farms	\$220 sel.
Watsons	\$220 nom.
Der A Wings	\$220 sel.
Lane Orrford	\$220 sel.
Mackintosh	\$220 buy.
Shanghai	\$220 buy.
Wm. Powells	\$220 nom.
H.K. Amusements	\$220 nom.
H.K. Constructions	\$220 sel.
H.K. Indus. O. Bonds	\$220 buy.
H.K. Govt. Loans	\$220 prem. buy.
buy—buyers; sel—sellers; nom—nominal.	

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GOLD LABEL
 EXTRA SPECIAL

Old Highland Whisky.

Distilled and bottled in Scotland and guaranteed fully matured in wood.

A Whisky of quality at a moderate price.

Obtainable at all leading Clubs, Hotels and Stores and from the

Sole Agents:—

T. E. GRIFFITH, LTD.

TEL. 3517.

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THE FAR EAST

1929

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Classified List of Manufacturers

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BALLANTINE'S

in use for almost 100 years.

ESTABLISHED 1827.

By Appointment to

H.M. The Late King Edward VII.
H.M. The Late King George V.

PURE SCOTCH LIQUEUR WHISKY

10 years old.

GEORGE BALLANTINE & SON, LTD.

GLASGOW AND LONDON.
DISTILLED IN SCOTLAND

If you want a really first class Scotch Whisky at a reasonable price, you can have no better than Ballantine's Liqueur Whisky. It is excellent.

The French Store
Beaconsfield Arcade.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "SPHINX."

ARRIVED HONG KONG ON TUESDAY, the 7th May, 1929.

FROM MARSEILLES, etc.

CONSIGNEES of Cargo by the above named Steamer are hereby informed that their Goods with the exception of Opium, Tobacco and Valuable articles are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed. Goods not cleared within 7 days including date of arrival, will be subject to Rent.

All Claims must be sent to the Under-Signed before Thursday, the 15th May, 1929, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on Monday, the 13th May, 1929. No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hong Kong, 7th May, 1929. [7751]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', DUNKIRK AND STRAITS.

The Steamship "BENLOMOND."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to Rent. All Claims against the Steamer must be presented to the Under-Signed on or before the 27th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 7th May, 1929. [7749]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO', ANTWERP, LONDON & STRAITS.

The Steamship "BENMACLEAN."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to Rent. All Claims against the Steamer must be presented to the Under-Signed on or before the 27th instant, or they will not be recognized.

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No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 7th May, 1929. [7750]

ON SALE.

BOUND VOLUMES of the HONG KONG WEEKLY PRESS, July to December, 1928.

With Index, Price—\$7.50.

On Sale at the HONG KONG DAILY PRESS OFFICE.

SONATA RECITAL.

WORK OF LOCAL COMPOSERS.

INTERESTING CONCERT AT CITY HALL.

The fortnightly concerts given by local artists at the Helena May Institute have come to an end for this season. It was particularly pleasing to music lovers to see the announcement of a Sonata Recital by local composers. It was given last night in the City Hall by Capt. J. L. P. MacNair and Mr. Harry Ore, assisted by Mrs. Womack as vocalist.

The programme consisted, in the main, of three sonatas for violin and piano, composed respectively by Lieut.-Col. P. A. Cardew, Harry Ore and Capt. J. L. P. MacNair.

The first movement of the Sonata in B Flat by Lieut.-Col. Cardew was the best. One misses any sense of connected theme in this composer's work. Each sequence may be, and often is charming in itself, but it fails to lead on from or to any other motive. The Sonata was "in fact, built up rather like the 'Fantasia,' which are always popular items in military band concerts. There were passages reminiscent of various composers, but the theme of the whole was not apparent. The piano score seems to be little more than an accompaniment which has no definite part in the pattern of the whole.

Mr. Ore's sonatina in F sharp minor which followed is less fantastic but more closely connected, and is in a truer sense a sonata for violin and piano. Mr. Ore, perhaps, belongs to an older school of composers, but his greater coherence makes his work much more pleasant to hear for the first time than Col. Cardew's. The sonatina is beautifully sounded off and built up on a rhythmic plan. The second movement has some lovely passages which show the influence of Chinese music in the tone sequences.

Capt. MacNair's Sonata.

The Sonata in G, for Violin and Piano composed by Capt. MacNair, shows that the writer is above all a violinist. The piano part has some extraordinarily difficult passages, which do not contribute what they should to the pattern. It is a pleasing work, however, with its flavour of Scottish traditional airs and interesting chromatics. As a violinist Captain MacNair has a sensitive and almost feminine touch, but he misses the full roundness of many notes especially when stressed in staccato movements. He appeared to find Mr. Ore more sympathetic as a composer than Col. Cardew.

South China Fantasy.

Mr. Ore is well-known locally as a pianist, and we have learnt to expect from him that uniformity of performance without fireworks which is pleasing in any concert. It is, perhaps, as a professor of the piano that Mr. Ore has made his name. In particular his arrangements of Chinese music make as big an appeal to Chinese people in his audiences as they do to the Westerners. In his "South China Fantasy" Mr. Ore has cleverly avoided any suggestion of the hackneyed "Eastern Music" which is the invariable accompaniment of Western "spectacular" productions or films which deal with the Far East. He has instead translated the true music of the South of China into terms of the Western scale and harmonies with delightful effect. How delightful an effect it is, was clearly demonstrated by the prolonged applause with which this item was received last night.

The following item "Lettish Rhapsody" has some haunting melodies but is foreign in atmosphere while failing to strike the familiar chord of "South China Fantasy" in the minds of the audience—perhaps in Lithuania the situation might be reversed! Mrs. Womack, always a popular vocalist on our local stages, gave four songs composed by Lieut.-Col. Cardew, "Lucy" (Wordsworth), "To Daffodils" (Herrick), "In Irish Woods," and a traditional Russian air. She sang all four well, particularly well as they made a great demand on flexibility of voice and tone, and this vocal number fitted very happily into the programme, and received enthusiastic applause.

E.M.B.

- The Programme.
- 1.—Sonata in B flat for Violin and Piano.....Lt.-Col. P. A. Cardew. (a) Moderato. (b) Tema con variazioni. Largo. (c) Allegro comodo. (Capt. J. L. P. MacNair and Mr. H. Ore).
 - 2.—Sonatina in F sharp minor for Violin and Piano, Op. 11. H. Ore. (a) Allegro moderato. (b) Canzonetta. Andantino alla breve. (c) Allegretto vivace. (Capt. J. L. P. MacNair and Mr. H. Ore).
 - 3.—Sonata movement in C minor, Op. 1.....H. Ore.
 - 4.—South China Fantasy, Op. 17.....H. Ore.
 - 5.—First Lettish Rhapsody, Op. 8.....H. Ore.
 - 6.—Songs (Selected) Lt.-Col. P. A. Cardew. (Mrs. Womack).
 - 7.—Sonata in G for Violin and Piano.....Capt. J. L. P. MacNair. (a) Andantino con moto. (b) Adagio. (c) Rond. Allegro. (Capt. J. L. P. MacNair and Mr. H. Ore).

(Continued at foot of next column).

MALAYA RUBBER MARKET.

OUTPUTS FROM THE ESTATES.

In their report dated Kuala Lumpur, April 29, Messrs. Baker, Morgan and Co. state:—

Last week we gave certain figures comparing rubber estate outputs for the first quarter of the 6th Restriction year and for the first quarter after its removal. We at marked, moreover, the fact that there were many factors which we had not taken into account and we propose now to mention one of considerable importance.

An analysis of estate returns for the November, 1927-January, 1928 quarter shows that crops were somewhat better than in the corresponding quarter of the 5th Restriction year, where in the neighbourhood of 40 per cent. over sixty per cent. of "Standard Production." Now it is well known that this is, ordinarily, one of the best yielding periods of the year, but 40 per cent. over average cannot be regarded as a normal attainment. During the past week we have made careful inquiry as to what is anticipated from now on in the way of crops as compared to those harvested in January of this year—a month which most producers found to create a record. The consensus of opinion appears, broadly, to amount to this: April crops will be about 10 per cent. below January figures; a further slight improvement of, say, 5 per cent. may be expected, after which except for the ordinary variations due to seasonal changes, outputs are likely to remain constant at this new level. If these expectations are realized, it follows that production of estates will be somewhat lower in the region of, say, 35 per cent. over 6th year "Standard Production" figures.

It is well known that after resting, trees give improved yields for a certain time, but it seems that such sanguine expectations would be admitted, but as time goes on a considerable falling-off appears certain, as the beneficial effects of resting fade away and the strain imposed on the trees by heavy bark removal begins to be felt. As to the degree to which this decrease will extend and as to when what may be termed a normal level will be reached one can only conjecture.

Stocks in this country are showing a steady and satisfactory decline and it appears probable that "concealed" stocks must, by now, be approaching vanishing point—or at any rate, a point at which they cease seriously to affect shipments as a whole.

Unconfirmed rumour has it that the American rubber pool is being broken up, and the air of uncertainty caused by this is reflected in the market generally, though more particularly in New York. Shipments from Malaya for the second half of this month will be an important factor in market movements. Those for May are expected to show a satisfactory reduction.

Shipments from Malaya for the second half of this month will be an important factor in market movements. Those for May are expected to show a satisfactory reduction.

"LADIES MUST DRESS" AT THE QUEEN'S.

FILM OF AMERICAN SHOP LIFE.

[BY OUR FILM CRITIC.]

"Ladies Must Dress," which you can see to-day at the Queen's, is an amusing and lively picture. It deals with the love affairs of a group of young assistants in a big American shop. "Eve," the heroine played by Virginia Valli, neglects dress in order to save for a home, but "Joe," her fiancé (Lawrence Gray) does not appreciate her self-sacrifice. There is a gay little perfunctory called Mzie who backs Joe up and persuades Eve to spend her nest egg and take an interest in clothes. Then there is the manager's son, the villain of the piece (Earle Fox), and Mzie's husband. You can guess the story. The new clothes attract the villain, and Eve dines with him to "show" her ungrateful fiancé. Then naughty pretty Mzie has her turn in the villain's apartment, and Eve goes to her rescue. The husband and fiancé have only to enter, to misunderstand, and to forgive and be forgiven, before the curtain falls. There is plenty of lively incident, the captions are quite witty and both heroines pretty. What more do you want?

This statement was made by Dr. R. L. Guthrie, the East London coroner, in recording a verdict of "Suicide while of unsound mind," at the inquest on Jack Goldstein, aged twenty-five, a tailor, of Fieldgate street, Aldgate, who died in St. Peter's Hospital after taking poison.

Mrs. Annie Benjamin, Goldstein's aunt, said that her nephew gambled a great deal and always lost. He said to her before he died: "I am a failure. I must gamble, and I have done this through gambling."

PASSENGERS.

Arrivals.

The following passengers arrived here yesterday from Marseilles and way ports by the s.s. Sphinx:—Mr. M. G. Buff, Mr. and Mrs. P. W. Parker, Mr. and Mrs. Ellis Barnes, Mrs. Lam Ta Quan, Mrs. Ta Thanh Kao, Mr. H. F. Taylor, Mr. Emile Lacape, Mr. Messelier, Mr. R. Laurens, Mr. and Mrs. de Sibour, Mr. Simeon, Mr. Des-sausse.

The following first class passengers arrived here yesterday by the s.s. Athos II from the North:—Mr. and Mrs. A. H. Compton, Mr. E. J. Evans, Mr. Basset, Mrs. Desroches, Mr. Saffier, Mr. K. F. Chen, Mr. T. F. Yin, Mr. Y. M. Tseng, Mr. K. M. Wong, Mr. M. N. Hsueh, Mr. C. W. Zou.

The following passengers arrived at Hong Kong from Australian ports by the s.s. Taiping yesterday:—Mr. and Mrs. C. Linden, Mrs. C. Kingsbury, Miss C. Kingsbury, Dr. and Mrs. J. Harris, Mr. J. G. Lammond, Mrs. and Miss E. F. Cantor, Mr. and Mrs. L. Abrahams, Major A. C. Barry, Mrs. Bruce Burge, Mrs. G. Moore, Mr. R. L. Calder, Mrs. I. E. Sutherland, Miss Armstrong, Mr. J. Weill, Mr. and Mrs. G. D. Atherton, Miss E. M. Hooper, Miss S. D. Hooper, Mrs. T. A. Playfair, Miss Playfair, Mrs. Graham, Mrs. Nilsson, Mr. T. M. Sheehan, Mr. J. McIntosh, Mr. and Mrs. S. C. Richmond, Mr. Wingrove, and Mr. Vickers.

The following passengers arrived yesterday by the s.s. Siberia from San Francisco and ports:—Mrs. M. Whalen, Mr. E. W. Sharpe, Mrs. A. E. Sharpe, Miss R. Pont, Mr. R. R. Figuhr, Mrs. M. B. Figuhr and two children, Mr. H. A. Hess, Mrs. L. Hess, Mr. and Mrs. Li Sriyatta, Mrs. P. Sriyatta, Mr. and Mrs. V. Orda, Miss Norma Orda, Mr. A. E. Shiffer, Mr. H. Girouard, Mrs. S. M. Lummis, Mr. Chan Feng Ming, Mr. Chui Yee Ming, Mr. Wong Sun, Mrs. C. Tanaka, Miss K. Tanaka, Mr. and Mrs. Fung Holap, Master Kan Chu Ning, Miss Kan Sa Ping, Miss Kan Lin Chiu, Mrs. Kan So Shee, Mr. Kan Yin Chau, Mr. J. Takahashi, Miss G. Renald, Miss R. Clayton, Mr. A. R. Osborn, Mrs. B. Osborn, Master A. C. Osborn, and Mr. H. Rohm.

Departures.

The following European passengers left yesterday by the s.s. Athos II for Marseilles and way ports:—Mr. L. Crozel, Mr. O. R. Fuselier, Mrs. Fuselier and four children, Mrs. E. Bodini, Mrs. J. Ferrani, Miss E. Ersanelli, Miss R. Ferlito, Miss F. Impollomeni, Miss R. Agosseno, Miss E. Benedetti, Miss H. Giletta, Miss O. Castagnino, Miss T. Celi, Mr. C. Castagnino, Mr. F. Ceccarelli, Mr. B. Giovanoni, Mr. E. Giletta, Mr. F. Tummellino, Mr. E. Ferra, Mr. C. Artino, Mr. A. Reali, Mr. A. Casarosa, Mr. A. Belletti, Mr. P. Anceri, Mr. E. Ersanelli, Mr. P. Vastasi, Mr. A. E. Giacomini, Miss Della, Mrs. Z. Gonelli, Mr. Fabbri, Mrs. E. Bossoni, Mr. C. Lanoni, Mr. V. Casoni, Mr. C. Ferrani, Mr. G. Pelletieri, Mr. M. Vascotto, Mr. F. Sgaro, Mr. F. Gelfieri, Mr. F. Debenedictis, Mr. G. Pagliarini, Mr. L. Brodsky, Mr. R. Spina, Mr. V. Pinardi, Mr. C. Zagni, Mr. L. Wani, Mr. W. Barontini, Mr. T. Fanfani, Mr. V. Bodini, Mr. U. Contini, Mr. P. Scarone, Mr. Colechi, Mr. Rugani, Mr. Stenk, Mr. Fuchs, Mr. G. Maschauna, Mr. J. Direlo, Mr. B. Sirokovachin, Mr. F. Kuvorsen, Miss M. Bonifoglio, Miss E. Gambotto, Miss A. Bugamelli, Miss E. Lombardi, Miss Z. Fabri, Mr. Podkropina, Mr. E. Korch, Mr. L. Wovatzka, Miss G. Chernoff, Miss N. Gromova, Miss A. Talavikoff, Miss D. Contini, Miss B. Glise, Mr. Siantigari, Peralles, Mr. J. H. M. Andrew, Mr. E. R. A. Sulaiman, Mr. M. E. M. A. Kheir, Mr. D. A. Kheir, Mr. M. Mehus A. de Lima, Mr. and Mrs. Tarroso, Master Correa, Mr. J. G. Hirsch, Mr. J. F. Girardot, Rev. Bishop Duconer, Rev. F. Gerard, Mr. J. Dias, Mr. G. Masbon.

"UNUSUAL CAUSE OF SUICIDE."

CORONER'S COMMENT ON GAMBLING.

"It is unusual for the cause of a suicide—in my prolonged experience—to be due to gambling. It is more often due to drink, and rarely can the cause be traced to gambling."

This statement was made by Dr. R. L. Guthrie, the East London coroner, in recording a verdict of "Suicide while of unsound mind," at the inquest on Jack Goldstein, aged twenty-five, a tailor, of Fieldgate street, Aldgate, who died in St. Peter's Hospital after taking poison.

Mrs. Annie Benjamin, Goldstein's aunt, said that her nephew gambled a great deal and always lost. He said to her before he died: "I am a failure. I must gamble, and I have done this through gambling."

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Pres. Pierce, Tues. July 2 Pres. Madison, Tues. June 25

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Pres. Hayes, Sun. May 19 Pres. Harrison, Sun. June 30, 8 a.m.

Pres. Polk, Sun. June 28 Pres. Johnson, Sun. July 14, 8 a.m.

Pres. Adams, Sun. June 16, 8 a.m. Pres. Monroe, Sun. July 25, 8 a.m.

To Manila

Pres. McKinley, May 11, 6 p.m. Pres. Lincoln, June 4, 6 p.m.

Pres. Jefferson, May 21, 6 p.m. Pres. Cleveland, June 8, 6 p.m.

Pres. Grant, May 25, 6 p.m. Pres. Madison, July 18, 6 p.m.

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NORDEUTSCHER LLOYD, BREMEN.

Hong Kong, 6th May, 1929. [7743]

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ALEXANDRIA.

Pres. Hayes, Dollar, May 19.
Pres. Polk, Dollar, June 2.

AMOI.

Kanchow, B. & S., May 9.
Haiyang, Douglas, May 10.
Anking, B. & S., May 12.
Taima, B.I., May 12.
Suisang, Jardine's, May 13.
Tjikembang, J.C.J.L., May 13.
Haiching, Douglas, May 14.
Soochow, B. & S., May 14.
Tjialak, J.C.J.L., May 14.
Kinyuan, B. & S., May 19.
Tjitaroom, J.C.J.L., June 1.
Tjisorra, J.C.J.L., June 3.
Santia, B.I., June 5.

ANTWERP.

Afrika, Manners, May 14.
Kamo Maru, N.Y.K., May 15.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.

AUSTRALIAN PORTS.

Arafura, E. & A., May 8.
Taiping, B. & S., May 14.
Kaga Maru, N.Y.K., May 22.
Tanda, E. & A., May 31.

BALTIC PORTS.

Afrika, Manners, May 14.
Nanking, Gilman's, May 15.
Franken, Melchers, May 20.
Fulda, Melchers, June 1.

BALTIMORE.

City of Lille, Bank, May 10.
Rhexenor, B.F., May 10.
Comliabank, Bank, May 27.
Nelcus, B.F., June 5.

BANGKOK.

Kwaiyang, B. & S., May 8.
Kanchow, B. & S., May 9.
Kaying, B. & S., May 12.
Kwangchow, B. & S., May 19.

BEJAWAN DELI.

Cremor, J.C.J.L., May 9.
Franken, Melchers, May 20.
Fulda, Melchers, June 1.

BOMBAY.

Kidderpore, P. & O., May 9.
Tamba Maru, N.Y.K., May 11.
Morea, P. & O., May 25.
Penang Maru, N.Y.K., May 28.

BOSTON.

City of Lille, Bank, May 10.
Tsuayama Maru, N.Y.K., May 12.
Rhexenor, B.F., May 10.
Royal Prince, Furness, May 10.
Pres. Hayes, Dollar, May 19.
Comliabank, Bank, May 27.
Pres. Polk, Dollar, June 2.
Nelcus, B.F., June 5.

BREMER.

Franken, Melchers, May 20.
Fulda, Melchers, June 1.

BRINDISI.

Rosandra, Dodwell's, May 25.
Romolo, Dodwell's, May 28.

CALCUTTA.

Kumsang, Jardine's, May 8.
Malacca Maru, N.Y.K., May 9.
Takada, B.I., May 11.
Hosang, Jardine's, May 17.
Talamba, B.I., May 21.
Namsang, Jardine's, May 22.

CEBU.

Golden Sun, States S.S., May 18.
Iowa, States S.S., May 19.
Tacoma, States S.S., June 3.

CHEEPOO.

Kueichow, B. & S., May 15.
Huichow, B. & S., May 23.
Sarpedon, B.F., May 31.

COLOMBO.

Kidderpore, P. & O., May 9.
Toyooka Maru, N.Y.K., May 10.
Tamba Maru, N.Y.K., May 11.
Kalyan, P. & O., May 11.
Ruhr, J.B., May 11.
Hector, B.F., May 13.
Kamo Maru, N.Y.K., May 13.
Pres. Hayes, Dollar, May 19.
Franken, Melchers, May 20.
D'Artagnan, M.M., May 21.
Vogland, J.B., May 21.
Morea, P. & O., May 25.
Rosandra, Dodwell's, May 25.
Penang Maru, N.Y.K., May 28.
Glenbeg, Jardine's, May 29.
Duisburg, J.B., June 1.
Fulda, Melchers, June 1.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Pres. Polk, Dollar, June 2.
Sphinx, M.M., June 4.
Delta, P. & O., June 8.

COPENHAGEN.

Afrika, Manners, May 14.
Nanking, Gilman's, May 15.
Delhi, Gilman's, June 1.

DALNY.

Kanchow, B. & S., May 9.
Sauerland, J.B., May 13.
Main, Melchers, May 17.
Sarpedon, B. & S., May 19.
Trier, Melchers, June 5.

DUTCH PORTS.

City of Delhi, Bank, May 9.
Ruhr, J.B., May 11.
Afrika, Manners, May 14.
Hector, B.F., May 15.
Nanking, Gilman's, May 15.
Kamo Maru, N.Y.K., May 15.
Franken, Melchers, May 20.
Vogland, J.B., May 21.
Diomed, B.F., May 23.
Glenbeg, Jardine's, May 29.
Delhi, Gilman's, June 1.
Duisburg, J.B., June 1.
Fulda, Melchers, June 1.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.

FOOCHOW.

Haiyang, Douglas, May 10.
Haiching, Douglas, May 14.

GENOA.

Ruhr, J.B., May 11.
Pres. Hayes, Dollar, May 19.
Franken, Melchers, May 20.
Vogland, J.B., May 21.
Toyooka Maru, N.Y.K., May 22.
Duisburg, J.B., June 1.
Fulda, Melchers, June 1.
Pres. Polk, Dollar, June 2.
Glaucus, B.F., June 3.

GLASGOW.

Hector, B.F., May 15.
Glaucus, B.F., June 3.

GOTHENBURG.

Afrika, Manners, May 14.
Nanking, Gilman's, May 15.
Delhi, Gilman's, June 1.

HAIPHONG AND HOIHOW.

Kwaiyang, B. & S., May 8.
Canton, M.M., May 10.
Teau, B. & S., May 12.

HAMBURG.

Kidderpore, P. & O., May 9.
City of Lille, Bank, May 10.
Ruhr, J.B., May 11.
Afrika, Manners, May 14.
Nanking, Gilman's, May 15.
Franken, Melchers, May 20.
Vogland, J.B., May 21.
Diomed, B.F., May 23.
Glenbeg, Jardine's, May 29.
Delhi, Gilman's, June 1.
Duisburg, J.B., June 1.
Fulda, Melchers, June 1.
Lahore, P. & O., June 1.

HAWAII.

Afrika, Manners, May 14.
Glaucus, B.F., June 3.

HONOLULU.

Siberia Maru, N.Y.K., May 15.
Bokuyo Maru, N.Y.K., May 21.
Pres. McKinley, A.M.L., May 21.
Taiyo Maru, N.Y.K., May 29.
Ginyo Maru, N.Y.K., May 30.
Pres. Grant, Dollar, June 4.

ILOILO.

Golden Sun, States S.S., May 18.
Iowa, States S.S., May 19.
Tacoma, States S.S., June 3.

JAPAN PORTS.

Delta, P. & O., May 9.
Tsuruga Maru, N.Y.K., May 9.
Kamakura Maru, N.Y.K., May 10.
Lycaon, B.F., May 10.
Tsuayama Maru, N.Y.K., May 10.
Taima, B.I., May 12.
Kashima Maru, N.Y.K., May 13.
Sauerland, J.B., May 13.
Fiume, Dodwell's, May 13.
Pres. Taft, Dollar, May 15.
Glenfleur, Jardine's, May 15.
Emp. of Asia, C.P.S., May 15.
Siberia Maru, N.Y.K., May 15.
Main, Melchers, May 17.
Tango Maru, N.Y.K., May 17.
Canton, Gilman's, May 18.
Medon, B.F., May 19.
Iyo Maru, N.Y.K., May 20.
Angers, M.M., May 21.
Pres. McKinley, A.M.L., May 21.
Tilawa, B.I., May 22.
Siam, Manners, May 23.
Venezia, Dodwell's, May 23.
Tydeus, B.F., May 23.
Rajputana, P. & O., May 24.
Medon, B.F., May 24.
Antiochus, B.F., May 24.
Pres. Jefferson, A.M.L., May 25.
Oldenburg, J.B., May 25.
Quarrington Court, Jar., May 29.
Taiyo Maru, N.Y.K., May 29.
Ginyo Maru, N.Y.K., May 30.
Tyndarus, B.F., June 1.
General Mettinger, M.M., June 4.
Pres. Grant, A.M.L., June 4.
Emp. of France, C.P.S., June 5.
Santia, B.I., June 5.

JAVA PORTS.

Tjiliboet, J.C.J.L., May 8.
Tjisorra, J.C.J.L., May 15.
Tjiki, J.C.J.L., May 22.
Tjikembang, J.C.J.L., May 23.
Sphinx, M.M., June 4.
Delta, P. & O., June 8.

LIVERPOOL.

Toyooka Maru, N.Y.K., May 22.
Glaucus, B.F., June 3.

LONDON.

City of Delhi, Bank, May 9.
Kalyan, P. & O., May 11.
Hector, B.F., May 15.
Kamo Maru, N.Y.K., May 15.
Morea, P. & O., May 25.
Diomed, B.F., May 23.
Glenbeg, Jardine's, May 29.
Lahore, P. & O., June 1.
Katori Maru, N.Y.K., June 1.
Delta, P. & O., June 8.

LOS ANGELES.

Siberia Maru, N.Y.K., May 15.
Pres. McKinley, A.M.L., May 21.
Rokuyo Maru, N.Y.K., May 21.
Golden Dragon, S.S.S., May 25.
Ginyo Maru, N.Y.K., May 30.
Pres. Grant, A.M.L., June 4.

MANILA.

Emp. of Asia, C.S.P., May 8.
Arafura, E. & A., May 8.
Rhexenor, B.F., May 8.
Tjiliboet, J.C.J.L., May 8.
Pres. McKinley, A.M.L., May 11.
Ruhr, J.B., May 11.
Taiping, B. & S., May 14.
Tjisorra, J.C.J.L., May 15.
Golden Sun, States S.S., May 18.
Iowa, States S.S., May 19.
Pres. Hayes, Dollar, May 19.
Pres. Jefferson, A.M.L., May 21.
Vogland, J.B., May 21.
Kaga Maru, N.Y.K., May 22.
Tjiki, J.C.J.L., May 22.
Pres. Grant, Dollar, May 23.
Tjikembang, J.C.J.L., May 23.
Emp. of France, C.P.S., May 23.
Fulda, Melchers, June 1.
Duisburg, J.B., June 1.
Pres. Polk, Dollar, June 2.
Tacoma, States S.S., June 3.
Pres. Lincoln, Dollar, June 4.
Nelcus, B.F., June 5.
Tjitaroom, J.C.J.L., June 5.
Tjimanock, J.C.J.L., June 5.

MARSEILLES.

Kalyan, P. & O., May 11.
Hector, B.F., May 15.
Kamo Maru, N.Y.K., May 15.
Pres. Hayes, Dollar, May 19.
Franken, Melchers, May 20.
D'Artagnan, M.M., May 21.
Toyooka Maru, N.Y.K., May 21.
Vogland, J.B., May 21.
Morea, P. & O., May 25.
Diomed, B.F., May 23.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Pres. Polk, Dollar, June 2.
Sphinx, M.M., June 4.
Delta, P. & O., June 8.

NAPLES.

Pres. Hayes, Dollar, May 19.
Pres. Polk, Dollar, June 2.

NEWCHANG.

Kanchow, B. & S., May 9.
Yingchow, B. & S., May 19.

NEW YORK, BOSTON, etc.

City of Lille, Bank, May 10.
Rhexenor, B.F., May 10.
Royal Prince, Furness, May 10.
Tsuayama Maru, N.Y.K., May 12.
Pres. Hayes, Dollar, May 19.
Comliabank, Bank, May 27.
Pres. Polk, Dollar, June 2.
Nelcus, B.F., June 5.

NORTH CHINA.

Sauerland, J.B., May 13.
Main, Melchers, May 17.
Tjialak, J.C.J.L., May 18.
Sarpedon, B.F., May 31.
Tjitaroom, J.C.J.L., June 1.
Trier, Melchers, June 5.

ORAN.

Franken, Melchers, May 20.
Fulda, Melchers, June 1.

OSLO.

Nanking, Gilman's, May 15.

PANAMA.

Tsuayama Maru, N.Y.K., May 12.
Rokuyo Maru, N.Y.K., May 21.
Ginyo Maru, N.Y.K., May 30.

PENANG.

Kumsang, Jardine's, May 8.
Cremor, J.C.J.L., May 9.
Kidderpore, P. & O., May 9.
Malacca Maru, N.Y.K., May 9.
Takada, B.I., May 11.
Kalyan, P. & O., May 11.
Tamba Maru, N.Y.K., May 11.
Hosang, Jardine's, May 17.
Kamo Maru, N.Y.K., May 18.
Pres. Hayes, Dollar, May 19.
Talamba, B.I., May 21.
Namsang, Jardine's, May 22.
Morea, P. & O., May 25.
Penang Maru, N.Y.K., May 28.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Pres. Polk, Dollar, June 2.
Delta, P. & O., June 8.

PLYMOUTH.

Morea, P. & O., May 25.

PORTLAND.

Pennsylvania, States S.S., May 18.

RANGOON.

Malacca Maru, N.Y.K., May 9.

SAIGON.

Kidderpore, P. & O., May 9.
Golden Sun, States S.S., May 18.
D'Artagnan, M.M., May 21.
Sphinx, M.M., June 4.

SANDAKAN.

Arafura, E. & A., May 8.
Hinsang, Jardine's, May 9.
Mausang, Jardine's, May 24.
Tanda, E. & A., May 31.

SAN FRANCISCO.

Everett, States S.S., May 11.
Siberia Maru, N.Y.K., May 15.
Pennsylvania, States S.S., May 18.
Pres. McKinley, A.M.L., May 21.
Golden Dragon, S.S.S., May 25.
Taiyo Maru, N.Y.K., May 29.
Ginyo Maru, N.Y.K., May 30.
Pres. Grant, A.M.L., June 4.

SCANDINAVIAN PORTS.

Afrika, Manners, May 14.
Nanking, Gilman's, May 15.
Delhi, Gilman's, June 1.

SHANGHAI.

Waishang, Jardine's, May 8.
Changchow, B. & S., May 9.
Delta, P. & O., May 9.
Duisburg, J.B., May 9.
Kanchow, B. & S., May 9.
Linnar, B. & S., May 9.
Tsuruga Maru, N.Y.K., May 9.
Kamakura Maru, N.Y.K., May 10.
Lycaon, B.F., May 10.
Tsuayama Maru, N.Y.K., May 10.
Lushan Maru, N.Y.K., May 11.
Chakasang, Jardine's, May 12.
Sinkiang, B. & S., May 12.
Kashima Maru, N.Y.K., May 13.
Sauerland, J.B., May 13.
Tjikembang, J.C.J.L., May 13.
Fiume, Dodwell's, May 14.
Pres. Taft, Dollar, May 14.
Soochow, B. & S., May 14.
Emp. of Asia, C.P.S., May 15.
Glenfleur, Jardine's, May 15.
Kwongsang, Jardine's, May 15.
Siberia Maru, N.Y.K., May 15.
Chenau, B. & S., May 16.
Main, Melchers, May 17.
Tango Maru, N.Y.K., May 17.
Canton, Gilman's, May 19.
Kwaisang, Jardine's, May 19.
Medon, B.F., May 19.
Ninghai, B. & S., May 19.
Yingchow, B. & S., May 19.
Iyo Maru, N.Y.K., May 20.
Siam, Manners, May 20.
Angers, M.M., May 21.
Pres. McKinley, A.M.L., May 21.
Sungham Maru, N.Y.K., May 21.
Hopsang, Jardine's, May 22.
Siam, Manners, May 23.
Venezia, Dodwell's, May 23.
Tydeus, B.F., May 23.
Rajputana, P. & O., May 24.
Medon, B.F., May 24.
Antiochus, B.F., May 24.
Pres. Jefferson, A.M.L., May 25.
Oldenburg, J.B., May 25.
Quarrington Court, Jar., May 29.
Taiyo Maru, N.Y.K., May 29.
Sarpedon, B. & S., May 31.
Pres. Grant, A.M.L., June 4.
Emp. of France, C.P.S., June 5.
Trier, Melchers, June 5.
General Mettinger, M.M., June 4.

SINGAPORE.

Kumsang, Jardine's, May 8.
Kwaiyang, B. & S., May 8.
Cremor, J.C.J.L., May 9.
Kidderpore, P. & O., May 9.
Malacca Maru, N.Y.K., May 9.
Toyooka Maru, N.Y.K., May 10.
Kalyan, P. & O., May 11.
Ruhr, J.B., May 11.
Tamba Maru, N.Y.K., May 11.
Anking, B. & S., May 12.
Kashima Maru, N.Y.K., May 13.
Afrika, Manners, May 14.
Hosang, Jardine's, May 17.
Kamo Maru, N.Y.K., May 18.
Kinyuan, B. & S., May 19.
Pres. Hayes, Dollar, May 19.
Franken, Melchers, May 20.
D'Artagnan, M.M., May 21.
Talamba, B.I., May 21.
Vogland, J.B., May 21.
Glenbeg, Jardine's, May 29.
Duisburg, J.B., June 1.
Fulda, Melchers, June 1.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Pres. Polk, Dollar, June 2.
Sphinx, M.M., June 4.
Wakasa Maru, N.Y.K., June 7.
Delta, P. & O., June 8.

SOUTH AFRICAN PORTS.

Wakasa Maru, N.Y.K., June 7.

SOUTH AMERICAN PORTS.

Ginyo Maru, N.Y.K., May 30.
Wakasa Maru, N.Y.K., June 7.

SWATOW.

Waishang, Jardine's, May 8.
Linnar, B. & S., May 9.
Haiyang, Douglas, May 10.
Anking, B. & S., May 12.
Chakasang, Jardine's, May 12.
Sinkiang, B. & S., May 12.
Haiching, Douglas, May 14.
Kwongsang, Jardine's, May 15.
Chenau, B. & S., May 16.
Kinyuan, B. & S., May 19.
Kwaisang, Jardine's, May 19.
Ninghai, B. & S., May 19.
Kwangchow, B. & S., May 19.
Hopsang, Jardine's, May 22.

TAKAO.

Sauerland, J.B., May 17.

TIENTSIN.

Kueichow, B. & S., May 15.
Main, Melchers, May 17.
Chongching, Jardine's, May 21.
Huichow, B. & S., May 22.
Trier, Melchers, June 5.

TRIESTE AND VENICE.

Rosandra, Dodwell's, May 25.
Romolo, Dodwell's, May 28.

TSINGTAO.

Waishang, Jardine's, May 8.
Chakasang, Jardine's, May 12.
Sinkiang, B. & S., May 12.
Soochow, B. & S., May 14.
Main, Melchers, May 17.
Kwaisang, Jardine's, May 19.
Ninghai, B. & S., May 19.
Hopsang, Jardine's, May 22.
Trier, Melchers, June 5.

VANCOUVER, B.C.

Ixion, B.F., May 11.
Everett, States S.S., May 11.
Emp. of Asia, C.P.S., May 15.
Tyndarus, B.F., June 1.
Emp. of France, C.P.S., June 5.

VICTORIA, B.C.

Ixion, B.F., May 11.
Pres. Taft, Dollar, May 14.
Emp. of Asia, C.P.S., May 15.
Iyo Maru, N.Y.K., May 20.
Pres. Jefferson, A.M.L., May 28.
Tyndarus, B.F., June 1.
Emp. of France, C.P.S., June 5.

EXPECTED ARRIVALS AND MOVEMENTS.

Aenens due from Shanghai June 11.

Afrika due from Shanghai May 14.
Aki Maru left for Manila Apr. 23.

Alipore due from Europe June 18.
Altai Maru due from Singapore May 14.

Amur Maru due from Japan May 11.

Andes Maru due June 8.

Angers due from Europe May 21.

Antiochus due from Europe May 27.

Arafura arrived from Japan May 5.

Asaphion due from Japan June 2.

Asuku Maru due from Singapore May 27.

Athos II due from Japan May 7.

Automedon due from Europe June 3.

Bellerophon due from Europe June 18.

Beneruschan due from Singapore May 8.

Benlomon due from Europe May 6.

Bertram Rickmers due May 25.

Bessa due from Europe May 30.

Bokuyo Maru due from Singapore May 21.

Canton due from Hamburg May 17.

Carmarthenshire due from Europe May 27.

Chicago Maru due from East Africa May 30.

City of Glasgow due from Shanghai May 1.

City of Lille due from Shanghai May 17.

City of Mobile due May 10.

City of Singapore due from New York May 29.

Claus Rickmers due May 10.

Cyclops due from Japan June 20.

Dardanus due from Singapore May 1.

Delhi due from Japan June 1.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG, SHANGHAI & HAIKOW	"TEAN"	On 8th May	10 a.m.
HONGKONG, SHANGHAI & HAIKOW	"KWEIYANG"	On 8th May	Noon
SWATOW & SHANGHAI	"LINAN"	On 8th May	11 a.m.
SHANGHAI	"CHANGHONG"	On 8th May	3 p.m.
AMOI, SHANGHAI & DALNY	"KANGCHOW"	On 8th May	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 12th May	7 a.m.
AMOI, SWATOW & SHANGHAI	"ANKING"	On 12th May	8 a.m.
SWATOW & SHANGHAI	"KAYING"	On 12th May	Noon
AMOI, SHANGHAI & TIENTSIN	"SOOCHOW"	On 14th May	5 p.m.
WUHAIR, CHEFOO & TIENTSIN	"KUEICHO"	On 15th May	10 a.m.
SWATOW & SHANGHAI	"CHENAN"	On 16th May	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"NINGHAI"	On 19th May	7 a.m.
AMOI, SWATOW & SHANGHAI	"KINGYUAN"	On 19th May	8 a.m.
SWATOW & SHANGHAI	"KWANGCHOW"	On 19th May	Noon
SHANGHAI, NEWCHANG & DALNY	"YINGCHOW"	On 19th May	3 p.m.
WUHAIR, CHEFOO & TIENTSIN	"HUICHO"	On 23rd May	10 a.m.

SAILINGS SUBJECT TO ALTERATION.

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SPECIALIST & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

DEPARTURE	Days from Hong Kong	Days to Star
TAIPING	In Port	14th May
CHANGTE	11th June	16th June
TAIPING	18th July	16th July

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(HILBERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hong Kong.

S.S. "RHEXENOR"	via Suez Canal	8th May
S.S. "NELEUS"	via Suez Canal	5th June
S.S. "CITY OF MOBILE"	via Suez Canal	14th June
S.S. "MACHAON"	via Suez Canal	3rd July

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TO
BOSTONAND
NEW YORK

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T.S. "IMPERIAL PRINCE"	June 6th
M.V. "JAVANESE PRINCE"	June 20th

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DARTAGNAN... 21st May	ANGERS... 21st May
SPHINX... 4th June	G. METZINGER... 4th June
ANGERS... 18th June	ANDRE LEBON... 18th June
G. METZINGER... 2nd July	PORTHOS... 2nd July
ANDRE LEBON... 16th July	CHENONCEAUX... 16th July
PORTHOS... 30th July	ATHOS II... 30th July
CHENONCEAUX... 13th Aug.	DARTAGNAN... 13th Aug.
ATHOS II... 27th Aug.	SPHINX... 27th Aug.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	MAY 6, 1929.										MAY 7, 1929.									
	Barometer at Sea Level	Thermometer	Humidity	Wind	Direction	Force	Clouds	Sea	State	Remarks	Barometer at Sea Level	Thermometer	Humidity	Wind	Direction	Force	Clouds	Sea	State	Remarks
Windsorstock	30.13	75.3	42	SE	4	1	0	0	0	0	30.04	75.2	41	SE	4	1	0	0	0	0
Nemuro	30.14	75.3	42	SSW	4	1	0	0	0	0	30.24	75.0	41	SE	4	1	0	0	0	0
Hokodate	30.18	75.3	42	SW	4	1	0	0	0	0	30.24	75.0	41	SE	4	1	0	0	0	0
Tokio	30.33	77.0	55	SE	1	1	0	0	0	0	30.23	75.0	41	SE	1	1	0	0	0	0
Kochi	30.26	76.5	48	SE	1	1	0	0	0	0	30.12	75.0	41	SE	1	1	0	0	0	0
Nagasaki	30.16	76.0	48	SSE	1	1	0	0	0	0	29.86	75.5	41	SE	1	1	0	0	0	0
Kagoshima	30.18	76.5	48	ESE	1	1	0	0	0	0	29.94	76.0	41	SE	1	1	0	0	0	0
Oshima	30.10	76.5	48	SE	1	1	0	0	0	0	29.90	75.5	41	SE	1	1	0	0	0	0
Naha	30.06	76.5	48	ESE	1	1	0	0	0	0	29.92	76.0	41	SE	1	1	0	0	0	0
Ishigakijima	29.98	76.1	48	SE	1	1	0	0	0	0	29.88	75.0	41	SE	1	1	0	0	0	0
Bonin Island	30.18	76.5	48	ENE	1	1	0	0	0	0	30.16	76.0	41	E	1	1	0	0	0	0
Chefoo	29.84	75.9	62	SW	4	1	0	0	0	0	29.85	75.2	41	NNW	1	1	0	0	0	0
Shanghai	29.78	75.6	66	S	1	1	0	0	0	0	29.82	75.7	41	NNW	1	1	0	0	0	0
Gutzlaff	29.60	75.9	58	SE	1	1	0	0	0	0	29.87	75.7	41	NNW	1	1	0	0	0	0
Sharp Peak	29.81	75.2	73	S	1	1	0	0	0	0	29.76	75.9	41	SSE	1	1	0	0	0	0
Amoy	29.89	75.9	74	SSE	1	1	0	0	0	0	29.85	75.2	41	SSE	1	1	0	0	0	0
Swatow	29.88	75.9	74	KSE	1	1	0	0	0	0	29.84	75.7	41	SSE	1	1	0	0	0	0
Taihou	29.91	75.6	84	NW	1	1	0	0	0	0	29.87	75.7	41	SSE	1	1	0	0	0	0
Taihu	29.89	75.9	86	NNW	1	1	0	0	0	0	29.84	75.7	41	SSE	1	1	0	0	0	0
Taiwan	29.91	75.6	86	WSW	1	1	0	0	0	0	29.85	75.8	41	SSE	1	1	0	0	0	0
Koshun	29.92	75.9	86	WSW	1	1	0	0	0	0	29.84	75.7	41	SSE	1	1	0	0	0	0
Pescadore	29.91	75.6	81	ENE	1	1	0	0	0	0	29.84	75.7	41	SSE	1	1	0	0	0	0
Hong Kong	29.85	75.8	85	E	1	1	0	0	0	0	29.82	75.7	41	SSE	1	1	0	0	0	0
Gap Rock	29.83	75.7	84	E	1	1	0	0	0	0	29.82	75.7	41	SSE	1	1	0	0	0	0
Macao	29.81	75.7	84	SE	1	1	0	0	0	0	29.79	75.6	41	SSE	1	1	0	0	0	0
Holihow	29.71	75.4	94	SE	1	1	0	0	0	0	29.84	75.7	41	SSE	1	1	0	0	0	0
Pratas Island	29.83	75.7	86	SE	1	1	0	0	0	0	29.79	75.6	41	SSE	1	1	0	0	0	0
Phulien	29.73	75.1	82	SSE	1	1	0	0	0	0	29.80	75.9	41	SSE	1	1	0	0	0	0
Tourane	29.73	75.1	84	SSE	1	1	0	0	0	0	29.80	75.9	41	SSE	1	1	0	0	0	0
Cape St. James	29.84	75.8	82	ENE	1	1	0	0	0	0	29.82	75.7	41	SSE	1	1	0	0	0	0
Basco	29.79	75.6	90	SE	1	1	0	0	0	0	29.82	75.7	41	SSE	1	1	0	0	0	0
Aparr	29.79	75.6	90	SE	1	1	0	0	0	0	29.84	75.7	41	SSE	1	1	0	0	0	0
Tuguegarao	29.78	75.0	90	WNW	1	1	0	0	0	0	29.80	75.9	41	SSE	1	1	0	0	0	0
Vigan	29.76	75.0	93	SE	1	1	0	0	0	0	29.81	75.7	41	SSE	1	1	0	0	0	0
Manila	29.76	75.0	86	SE	1	1	0	0	0	0	29.79	75.6	41	SSE	1	1	0	0	0	0
Legaspi	29.80	75.9	80	NE	1	1	0	0	0	0	29.80	75.9	41	SSE	1	1	0	0	0	0
Calbayog	29.76	75.0	90	NE	1	1	0	0	0	0	29.80	75.9	41	SSE	1	1	0	0	0	0
Tacoloban	29.76	75.0	86	NE	1	1	0	0	0	0	29.80	75.9	41	SSE	1	1	0	0	0	0
Iloilo	29.73	75.1	86	NE	1	1	0	0	0	0	29.76	75.0	41	NE	1	1	0	0	0	0
Cebu	29.76	75.0	84	NE	1	1	0	0	0	0	29.71	75.4	41	NE	1	1	0	0	0	0
Surigao	29.74	75.4	86	E	1	1	0	0	0	0	29.71	75.4	41	NE	1	1	0	0	0	0
Guam	12.22	29.79	75.6	NE	1	1	0	0	0	0	29.79	75.6	41	ENE	1	1	0	0	0	0
Yap	11.00	29.76	75.0	NE	1	1	0	0	0	0	29.78	75.4	41	ENE	1	1	0	0	0	0
Pelew											29.84	75.7	41	E	1	1	0	0	0	0
Ponape											29.84	75.7	41	E	1	1	0	0	0	0
Labuan	14	29.73	75.4	86	NW	4	1	0	0	0	29.84	75.7	41	SW	2	2	0	0	0	0

May 7d. 11h. 43m.—The anticyclone has moved into the Pacific to the east of Japan. The Yangtze depression has passed into the Eastern Sea and the Tonkin depression remains stationary.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 6.46 inches, against an average of 13.38 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 8TH.

District.	Forecast.
1.—Formosa Channel	S. winds, moderate.
2.—South coast of China between Hong Kong and Lamook	S.E. winds, moderate; fair to showery.
3.—Hong Kong to Gap Rock	
4.—South coast of China between Hong Kong and Hainan	

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 7.

Day	Previous Day	On Date	On Date
at 4 p.m.	at 4 p.m.	at 4 p.m.	at 4 p.m.
Barometer...	29.80	29.87	29.76
Temperature...	76	80	82
Humidity...	77	87	81
Wind...	E	E	SSW
Direction...	E	E	SSW
Force...	3	2	0
Weather...	C	C	C
Rain...	0.05	0.00	0.00
Highest open-air Temperature...	86.79		
Lowest open-air Temperature...	71.74		
B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.			

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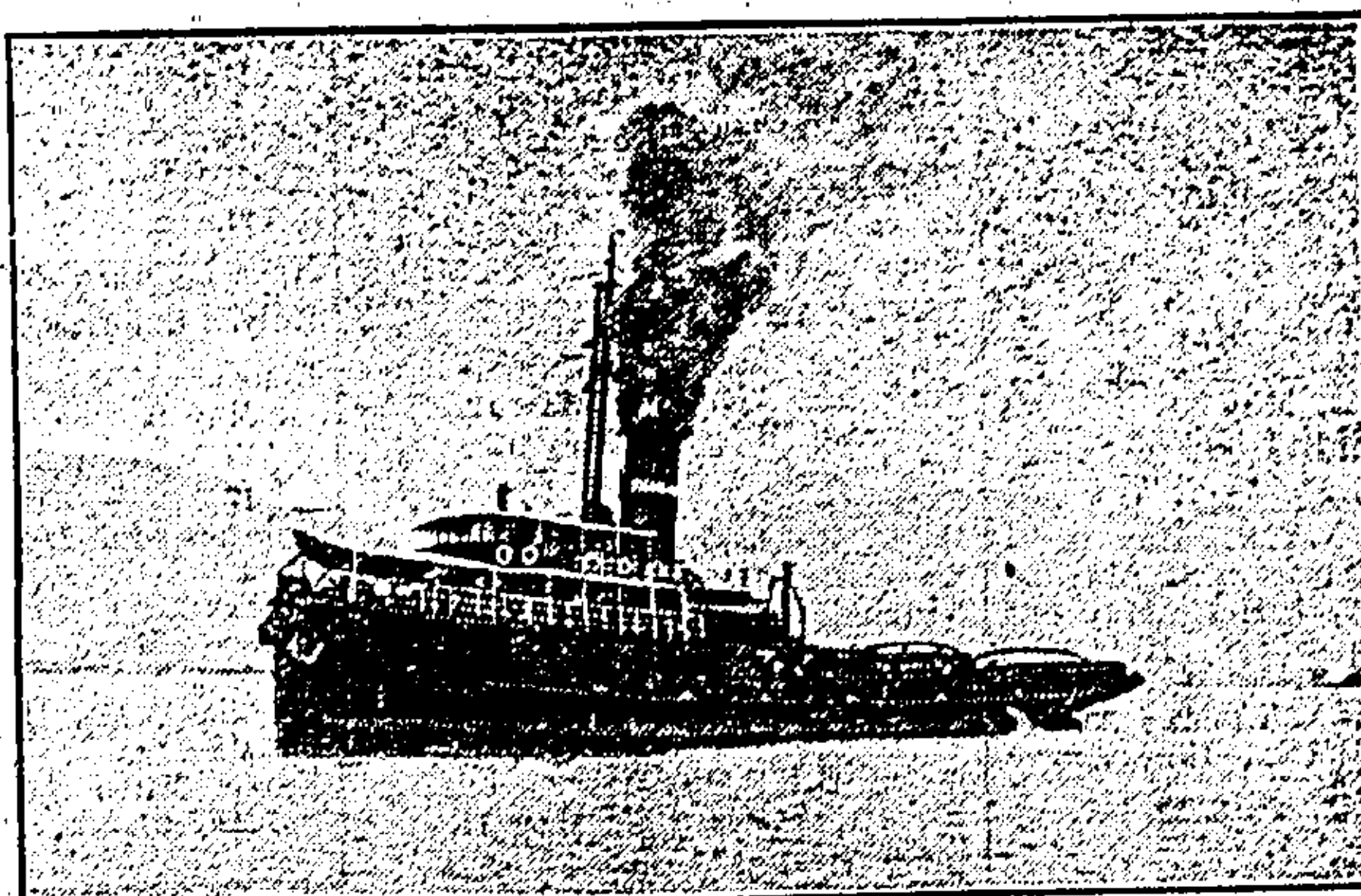
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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"CHAKSANG" "KWONGSANG" "KWAISANG" "HOPSANG"	Sun., 12th May, at 7 a.m. Wed., 15th May, at 7 a.m.<

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Arrive	Arrive
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPEROR OF RUSSIA	May 26	May 29	May 31	June 2	June 13
EMPEROR OF ASIA	July 10	July 13	July 16	July 18	July 27
EMPEROR OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
EMPEROR OF RUSSIA	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 9
EMPEROR OF ASIA	Sept. 10	Sept. 13	Sept. 16	Sept. 18	Sept. 27
EMPEROR OF RUSSIA	Sept. 26	Sept. 29	Oct. 1	Oct. 3	Oct. 12
EMPEROR OF ASIA	Oct. 10	Oct. 13	Oct. 16	Oct. 18	Oct. 26
EMPEROR OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 3	Nov. 12
EMPEROR OF ASIA	Nov. 10	Nov. 13	Nov. 16	Nov. 18	Nov. 27
EMPEROR OF RUSSIA	Nov. 26	Nov. 29	Dec. 1	Dec. 3	Dec. 12
EMPEROR OF ASIA	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 26

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Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec
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Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
May 8	May 10	May 10	May 12
May 25	May 30	May 31	June 2

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205, 209-10 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SIBERIA MARU ... Wednesday, 15th May

TAIYO MARU ... Wednesday, 29th May

SEATTLE, VICTORIA via Shanghai & Japan Ports.

ITO MARU ... Monday, 20th May

SHIDOKA MARU ... Monday, 17th June

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

KAMO MARU ... Saturday, 18th May

KATORI MARU (Cable Line) ... Saturday, 1st June

SYDNEY & MELBOURNE via Manila & Ports.

KAGA MARU ... Wednesday, 22nd May

TANGO MARU ... Wednesday, 20th June

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Tuesday, 28th May

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Thursday, 30th May

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

WAKASA MARU ... Friday, 7th June

NEW YORK via PANAMA.

TSUYAMA MARU (Cable Line) ... Sunday, 12th May

LIVERPOOL via Port Said, Genoa & Marseilles.

TOYOOKA MARU ... Tuesday, 21st May

OALOUTTA via Singapore, Penang & Rangoon.

MALACCA MARU ... Thursday, 9th May

SHANGHAI, KOBE & YOKOHAMA.

TSUBUGA MARU ... Thursday, 9th May

KAMAKURA MARU (Mojito direct) ... Friday, 10th May

KASHIMA MARU ... Monday, 13th May

TANGO MARU (Nagasaki direct) ... Friday, 17th May

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Shipping News

Daily Statement, Waterfront News,
etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 11,500 TONS;
THROUGH CARGO
14,800 TONS.

During the 24 hours ended at 9
a.m. yesterday the returns to the
Harbour Office of cargo carried by
vessels arriving in Hong Kong were
as follows:—

British	Cargo for	Through
H.K.	H.K.	Ports.
Bencrunchen, London	500	3,500
Benvillich, Middlesbro'	1,947	2,700
Bendiamond, Singapore	3,000	2,500
Nam Sang, Japan	900	—
Oakbank, Shanghai	—	900
Taiping, Melbourne	400	210
Linan, Shanghai	330	455
Telemachus, Saigon	2,000	—
	9,167	10,285

American
Pres. Taft,
Shanghai 1,489 3,500

Dutch
Sipora,
Batavia 700 1,000

Portuguese
Nam Peng,
K. C. Wan 500 100

Chinese
Shiu Hing,
Macao 25 —

Total 11,881 14,895

Arrivals and Departures.
The arrivals and departures dur-
ing the period under review were
as follows:—

	Arr.	Dep.
British	8	9
Norwegian	1	1
Japanese	0	5
Chinese	2	4
Dutch	1	0
French	0	1
German	0	1
Portuguese	1	0
American	2	2
Total	15	23

ASIATIC DECK PASSENGERS.

The following vessels brought
Asiatic deck passengers to the
Colony during the 24 hours ended
at 9 a.m. yesterday:—

Taiping (Br.) Manila and	85
Australia	—
Linan (Br.) Amoy and	14
Shanghai	—
Telemachus (Br.) Saigon	12
President Taft (American)	—
Shanghai and Los	192
Angeles	—
Total	283

DAILY WATERFRONT NEWS.

MARINE COURT CASES.

The owner of a steam launch was
before the Hon. Comdr. G. F. Ho,
R.N., at the Marine Court yester-
day for not having on board the
vessel the number of life belts re-
quired by law. Accused pleaded
guilty and a fine of \$100 with the
alternative of 3 months was im-
posed.

The owner of the Leung Tai was
brought up on the same charge. He
also pleaded guilty and was fined
\$300 with the alternative of six
months.

A New Arrival.

The s.s. Sipora (Dutch) which
arrived here yesterday was making
her first visit to this port. She ar-
rived from Samarinda with a cargo
of 2,000 tons of coal, and later pro-
ceeded to Canton where she will
discharge 1,500 tons of her present
cargo. Captain A. S. Hooren is
in command.

S.S. Yuet On Go to Dock.

The s.s. Yuet On, at present on
the Kowloon service will go into
dock at the Taikeo Dockyard to-
morrow where she will have her
boilers cleaned and a new star-
board propeller fitted. The dock-
ing, it is understood, is prior to
her transfer to the Canton run. The
new service will probably be com-
menced on Sunday.

S.S. Sanning Out of Dock.

The s.s. Sanning, on the Wuchow
service, completed her overhaul at
the Taikeo Docks and berthed
alongside her wharf yesterday.
She sailed last night for Wuchow.

New Master for Kowchow.

The s.s. Kowchow which sailed on
Monday night for Wuchow carried
a new skipper, Mr. Manners vice,
Captain Morgan. Mr. Manners
recently arrived here from Singa-
pore.

Notice to Mariners No. 26/1929.

A notice in the Harbour Office
reads:—
On information received the
Naval Authorities advise that mas-
ters of ships should comply with
any reasonable restrictions (such as
anchoring at night) that may be
imposed by local Authorities on the
West River.

PASSENGERS.

Departures.

The following first class passen-
gers left by the s.s. President Jack-
son, for San Francisco yesterday:—
Mr. and Mrs. M. J. Buckley, Mr.
W. G. Finn, Miss H. Borden, Miss
R. A. Cheney, Mr. E. Crichton, Miss
A. S. Van Kien, Mr. S. L. Vusseve,
Mr. and Mrs. F. C. Bennett, Capt.
and Mrs. Lee R. Brown, Mrs. Thos.
E. Hunt, Mr. F. Flatten, Mr. F. E.
Hatch, Mr. and Mrs. R. L. Law,
Miss V. A. Malone, Mr. and Mrs.
S. G. Otedahl, Miss May Otedahl,
Mr. H. Leung Chue, Mr. Yam Lai
Chuen, Mr. Y. Y. Cheung, Mr. J.
Arnold, Miss Yip Ko Shee, Mr. Da
La Pomeroy, Mr. R. E. O'Belger,
Mr. H. Boockock, Mrs. R. L. Smith,
Master H. Smith, Miss C. Y. Chan,
Mr. K. Kierpert, Mr. Lai Nin Hon,
Mr. R. E. McGowan, Mr. Chen Nan
Wae, Mr. K. H. Fung, Mr. Y. C.
Chen, Mr. P. Kahn, Mr. B. Wang,
Mr. Chay Chy, Mr. Shing Shan
Wong, Mr. W. P. Wilson, Mr. O.
M. Lie, Comdr. and Mrs. W. L.
Grut, Mr. T. A. Winbiger, Mr. Ah
Wah, Miss R. O. Bakin, Mr. Li Kai
Ying, Mrs. B. Barkowitz, Mr. Hom
Fook Wah, Mrs. How Deer Shee,
Mr. W. Lee, Mr. and Mrs. Grant.

ARRIVALS.

May 6.

Bendiamond, British str., 3,123 tons,
Capt. F. Smith, from Lith and
Pirli, Wharf.—Gibbs Livingston
& Co.
Bencrunchen, British str., 3,750
tons, Capt. A. McCurquochan,
from Singapore, buoy No. 294.
—Gibbs Livingston & Co.
Linan, British str., 1,336 tons, Capt.
W. J. Larter, from Amoy, buoy
No. 212.—B. & S.
Toku Maru, Japanese, 3,121 tons,
Capt. J. Mikami, from Miki,
buoy No. 251.—Y.R.K.

May 7.

Athos II., French str., 22,000 tons,
Capt. D. Vioy, from Shanghai,
Wharf.—M.M.
Bransland, Norwegian str., 1,545
tons, Capt. F. N. Kos, from
Canton, buoy No. C49.—Dod-
well & Co.
Nam Sang, British str., 4,035 tons,
Capt. F. Mooney, from Kobe,
No. 2 North Kowloon Wharf.—
J. M. & Co.
Shun Chih, Chinese str., 1,251 tons,
Capt. H. A. Johnson, from Sai-
gon, buoy No. C39.—Chang
Tong Ha.
Siberia Maru, Japanese str., 6,117
tons, Capt. S. Ito, from Shang-
hai, buoy No. A3.—N.Y.K.
Sphinx, French str., 11,375 tons,
Capt. C. Angebin, from Mar-
seilles and Saigon, Wharf M.M.
Taiping, British str., 4,323 tons,
Andrew M. Frame, from Aus-
tralia, via Manila, Holt's
Wharf.—B. & S.

CLEARANCES.

May 7.

Arafura, for Manila.
Athos II., for Saigon.
Bencrunchen, for Shanghai.
Bendiamond, for Shanghai.
Benvillich, for Keelung.
Bransland, for Chinwangtao.
Daviken, for Hoihow.
Haining, for Swatow.
Hermrod, for Bangkok.
Kweiyang, for Hoihow.
Linan, for Canton.
President Taft, for Manila.
Promiss, for Saigon.
Sipora, for Canton.
Sphinx, for Shanghai.
Szechuen, for Amoy.
Teann, for Hoihow.
Tjileboet, for Manila.
Waishing, for Swatow.
Zosma, for Shanghai.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BULMA, CYLON, INDIA, PERSIAN GULF
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEEN-
LAND, PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KIDDERPORE"	5,334	9th May, Noon	Saigon, Straits, Colombo & B'bay.
"KALYAN"	9,144	11th May, Noon	Marseilles, London and Hull.
"MOOREA"	10,953	25th May	Bombay, Marseilles and London.
"LAHORE"	5,252	1st June	Mars. L'don, A'werp, B'dm, H'burg.
"DELTA"	8,097	8th June	Marseilles, London and Hull.
"JEYPORE"	5,318	15th June	Bombay, Marseilles & L'don.
"RAJPUTANA"	16,568	22nd June	Marseilles and London.
"KASHGAR"	7,643	29th June	Marseilles, London and Hull.
"MIRZAPUR"	9,005	6th July	Marseilles and London.
"ALIPORE"	6,715	9th July	Straits, Colombo & Bombay.
"ALIPORE"	9,273	19th July	Straits, Colombo & Bombay.
"BANPURA"	16,601	20th July	Bombay, Marseilles and London.
"KIDDERPORE"	5,334	2nd Aug.	Straits, Colombo & Bombay.
"KHYBER"	9,114	3rd Aug.	Marseilles, London and Hull.
"MALWA"	10,980	17th Aug.	Marseilles, London and Hull.
"KASHMIR"	9,955	31st Aug.	Bombay, Marseilles and London.
"MOOREA"	10,953	14th Sept.	Bombay, Marseilles and London.
"MANTUA"	6,715	2nd Oct.	Straits, Colombo & Bombay.
"MIRZAPUR"	9,005	9th Oct.	Straits, Colombo & Bombay.
"KALYAN"	9,144	23rd Oct.	Marseilles and London.
"KIDDERPORE"	5,334	30th Oct.	Straits, Colombo & Bombay.
"KALYAN"	9,144	30th Oct.	Marseilles and London.

* Cargo only.
Frequent connections from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna, and other Levant Ports by steamers of
the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

			Singapore, Penang & Calcutta
"TAKADA"	6,948	11th May	do.
"TALMA"	8,015	21st May	do.
"TALMA"	10,000	9th June	do.
"SANTHA"	7,754	4th July	do.
"TAKLIWA"	7,938	10th July	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd
class passengers. All steamers are fitted with wireless and carry
a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

			Manila, Sandakan, Thursday
"ARAFURA"	6,000	8th May, 11 a.m.	Inland, Townsville, Brisbane,
"TANDA"	6,956	31st May	Sydney and Melbourne.
"ST. ALBANS"	4,500	5th June	
"ARAFURA"	6,000	2nd Aug.	
"TANDA"	6,956	30th Aug.	

* Calls Port Harland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.
The E. & A. S. Co., Ltd., steamers will also call at Shanghai, Hanoi, Cebu,
Kobe, Manila, Tientsin, Timor, Darwin, or other ports en route as induc-
ment offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand
Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via
Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

			Shanghai, Kobe & Yokohama
"DELTA"	8,097	9th May, 4 p.m.	Amoy, Moji, Kobe, Yokohama
"TALMA"	10,000	13th May	Amoy, Moji, Kobe, Yokohama
"TALMA"	10,000	14th May	Moji, Kobe & Osaka.
"ROSSINGTON COURT"	—	21st May	Shanghai, Kobe & Yokohama.
"GURNA"	5,248	2nd June	Moji, Kobe & Osaka.
"RAJPUTANA"	16,568	24th May	Shanghai, Kobe & Yokohama.
"ST. ALBANS"	4,500	4th June	Moji, Kobe, Osaka & Yokohama.
"SANTHA"	7,754	5th June	Amoy, Moji, Kobe, Yokohama
"KASHGAR"	9,005	7th June	Shanghai, Moji, Kobe & Yokohama
"TILSINGTON COURT"	—	10th June	Shanghai, Moji, Kobe & Yokohama.
"MIRZAPUR"	6,715	10th June	Shanghai, Moji, Kobe.
"ALIPORE"	6,715	19th June	do.
"TAKLIWA"	7,938	19th June	Amoy, Moji, Kobe & Osaka.
"BANPURA"	16,601	21st June	Shanghai, Kobe & Yokohama.
"KHYBER"	9,114	5th July	Shanghai, Moji, Kobe & Y'hama.
"KIDDERPORE"	5,334	8th July	Shanghai, Moji, Kobe.
"ARAFURA"	6,000	9th July	Moji, Kobe, Osaka &

POST OFFICE NOTICE.
INWARD MAILS.

FROM	PER	DATE
JAPAN...	Himalaya Maru	8th May
SHANGHAI & SWATOW	Sinkiang	8th May
SHANGHAI & AMOY	Kuikiang	8th May
SHANGHAI, U.S.A. & SHANGHAI	Kuikiang	8th May
SHANGHAI & AMOY	Kuikiang	8th May
JAPAN, SHANGHAI & EUROPE via S. S.	Hague Maru	9th May
BRITAIN (London, 15th-19th April)	Dela	9th May
EUROPE via Suez (letters & papers) London, 11th April & Papeete, 4th April	Talma	10th May
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. McKinley	10th May
JAPAN & SHANGHAI	Pres. McKinley	10th May
SHANGHAI & AMOY	Pres. McKinley	10th May
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. McKinley	10th May

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE & TIME
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 23rd May	Arafura	Wednesday, 8th, 8.45 a.m.
Hongkong	Kuikiang	Letters 9.30 a.m.
Straits & Calcutta	Kuikiang	Letters 1.30 p.m.
Manila & Java via Sourabaya	Kuikiang	Letters 1.30 p.m.
Manila	Kuikiang	Letters 1.30 p.m.
Hongkong, Pakhoi & Haiphong	Manila Maru	Thursday, 9th, 8.30 a.m.
Sandakan	Manila Maru	Thursday, 9th, 8.30 a.m.
Straits	Manila Maru	Thursday, 9th, 8.30 a.m.
Manila, Australia (except place North of Brisbane) & New Zealand via Brisbane—due Brisbane, 26th May	Himalaya Maru	Thursday, 9th, 11.45 a.m.
Straits	City of Delhi	Letters 12.30 p.m.
Manila	City of Delhi	Letters 12.30 p.m.
Shanghai, Japan & EUROPE via Siberia	Hydrangea	Letters 12.30 p.m.
Amoy	Hydrangea	Letters 12.30 p.m.
Swatow, Amoy & Foochow	Kuikiang	Friday, 10th, Noon
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 8th June	Kalyan	Par. 10th, 4.30 p.m.
Japan & Victoria, B.O.—due Victoria, B.O., 4th June	Pres. McKinley	Par. 10th, 4.30 p.m.
Manila	Pres. McKinley	Par. 10th, 4.30 p.m.
Swatow	Pres. McKinley	Par. 10th, 4.30 p.m.
Amoy	Pres. McKinley	Par. 10th, 4.30 p.m.
Shanghai & EUROPE via Siberia	Hydrangea	Par. 10th, 4.30 p.m.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 25th May	Tai Ping	Par. 10th, 4.30 p.m.
Swatow, Amoy and Foochow	Hai Ching	Tuesday, 14th, 1.02 p.m.

*Correspondence bearing vessel's name only.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital\$50,000,000
Issued & Fully Paid-up.....\$20,000,000
Reserve Funds:—
Sterling23,000,000
Silver\$14,000,000

Reserve Liability of Proprietors\$20,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
N. S. BROWN, Esq., Chairman.
W. H. BELL, Esq., Deputy Chairman.
Hon. Mr. B. D. W. L. Pattenden,
F. Beith, Esq.
A. H. Compton, T. E. Pearce, Esq.
M. T. Johnson, J. A. Plummer, Esq.
B. Lander Lewis, J. P. Warren, Esq.
Chief Manager:
Hon. Mr. A. C. HYNES.

BRANCHES:—
Amoy, Hongkong, Penang, Singapore, Swatow, Canton, Kowloon, Shanghai, Hankow, Peking, Tientsin, Harbin, New York, Yokohama, Hongkong.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms on which will be quoted on application.
Hong Kong, 17th Apr., 1929. [38]

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONG KONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.

Hong Kong, 13th Sept., 1927. [3]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
U.S. \$3,500,000.00

HEAD OFFICE:
37, WALL STREET,
NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.

Interest Allowed on all Deposits Rates on Application.

A Subsidiary of THE EQUITABLE TRUST COMPANY OF NEW YORK.
Total Resources in excess of U.S. \$357,000,000.
D. M. BIGGAR,
Manager.

NEDELANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS
Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized CapitalGldrs. 150,000,000. (€12,500,000.)
Paid-Up Capital.....Gldrs. 80,000,000. (€6,666,667.)
Reserve Fund.....Gldrs. 40,000,000. (€3,333,333.)

Head Office:—Amsterdam.
Eastern Head Office:—Batavia.

BRANCHES:—Batavia, Bencoolen, Borneo, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Sourabaya, Swatow, Tientsin, Yokohama.

These offices have safe deposit boxes to let.

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

P. M. ELBERG,
Manager.

Hong Kong, 6th May, 1929. [34]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.
AUTHORIZED CAPITAL.....\$11,000,000
PAID-UP CAPITAL.....8,664,200
RESERVE FUND.....850,000

BRANCHES:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK AND SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.
Correspondents

In all Principal Cities of the World. Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$40.
LOOK POONG SHAN,
Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1833.

HEAD OFFICE: LONDON.

Paid-up Capital£3,000,000.
Reserve Fund£4,000,000
Reserve Liability of Proprietors£3,000,000

AGENCIES & BRANCHES:
ALOR STAR, HONG KONG, KUALA LUMPUR, KUCHING, MALACCA, MANILA, MESSINE, PENANG, SINGAPORE, SOERABAYA, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General Banking Business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hong Kong, 9th Jan., 1929. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France.)

Princes Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid-up\$50,000,000
Special Working Capital\$50,000,000
Reserves\$2,319,000

BRANCHES:
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Tourane, Quinhon, Hue, Thanh-hoa, Vinh, Pnom Penh, Peking, Shanghai, Tientsin, Hong Kong.

BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.

San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted. Correspondents throughout the World.

L. BERNIS,
Manager.

Hong Kong, 6th Aug., 1928.

THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE:—
15, Gracechurch Street, London, E.C. 3.

Authorized Capital£3,000,000
Subscribed Capital£1,800,000
Paid-up Capital£1,000,000
Reserve Fund and Res.£1,812,047

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:—
Bangkok, Hong Kong, Penang, Bombay, Calcutta, Kanton, Shanghai, Hankow, Peking, Tientsin, Harbin, New York, Yokohama, Sourabaya.

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central.

Hong Kong, 15th April, 1929. [29]

THE BANK OF CHINA.

行銀國中

(Special authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL.....\$60,000,000.00
PAID-UP CAPITAL19,760,200.00
RESERVE FUND9,864,398.69

Head Office:—PEKING.
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted. Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN,
Manager.

Hong Kong, 26th June, 1927. [33]

Three Castles CIGARETTES

ALSO PACKED IN REGULAR 20'S AND 50'S

Half a century of steadily increasing sales
A record of which the manufacturers are justly proud.

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00
Paid-up Capital Frs. 68,400,000.00
Reserve Fund Frs. 102,000,000.00

BRANCHES:
Bangkok, Hong Kong, Quinhon, Batambang, Hue, Saigon, Cantho, Mengtze, Shanghai, Canton, Nam-Dinh, Singapore, Djibouti, Noumea, Thabon, Fort Bayard, Papeete, Haiphong, Peking, Pnom-Penh, Vinh, Pondicherry, Yunnanfu.

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

A. LECOT,
Manager.

Hong Kong, 2nd May, 1929. [32]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up Yen 100,000,000
Reserve Fund Yen 105,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:
Alexandria, Honolulu, Bangkok, Batavia, Kai Yuen, Saigon, Bombay, Karachi, Soerabaya, Buenos Aires, Kobe, San Francisco, Calcutta, Lyons, Seattle, Canton, Los Angeles, Semarang, Changchun, Manila, Shanghai, Dairen, Nagasaki, Singapore, (Dalny) Newchwang, Sydney, Fengtien, New York, Peking, (Mukden) New York, Tientsin, Hankow, Osaka, Tokyo, Harbin, Peking, Tainanfu, Bio de Tsingtau.

Hong Kong, Janeiro, Vladivostok (Temporarily closed).

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, 11th Mar., 1929. [25]

P. & O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL£2,594,166
RESERVE FUND£160,000

HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description, and Savings Bank Business, and in addition to its Branches has Agencies in all the principal towns of the World.

C. CHAMPKIN, Manager.
Princes Building Chater Road, 33 Hong Kong.

To the Publishers

"HONG KONG WEEKLY PRESS"

11, ICE HOUSE STREET, HONG KONG

Please send me the

"HONG KONG WEEKLY PRESS"

from 1929 to

addressed as follows:—

SUBSCRIPTION PAID IN ADVANCE

\$13.00 per annum for delivery in Hong Kong.

\$15.00 per annum to any part of the world (including postage).

EXCHANGE.

CLOSING QUOTATIONS.

May 7, 1929.

On LONDON.—
Telegraphic Transfer... 1/11 1/2
Bank Bills, on demand 1/11 7/16
Bank Bills, at 30 days' sight

On PARIS.—
Bank Bills, at 1 month's sight 1/11 1/2
Credits, at 4 months' sight 2/0 1/2
Documentary Bills, 4 months' sight 2/0 1/2

On NEW YORK.—
Bank Bills, on demand 47 1/2
Credits, at 60 days' sight 49

On BOMBAY.—
Telegraphic Transfer
Bank Bills, on demand 130 1/2

On CALCUTTA.—
Telegraphic Transfer
Bank Bills, on demand 130 1/2

On SHANGHAI.—
Bank Bills, at sight 79
Private, 30 days' sight

On YOKOHAMA.—
On demand 105 1/2

On MANILA.—
On demand 30 1/2

On SINGAPORE.—
On demand 84 1/2

On BATAVIA.—
On demand 117 1/2

On HAIPHONG.—
On demand

On SAIGON.—
On demand nom.

On BANGKOK.—
On demand 95 1/2

SOVEREIGN, Bank's Buying rate 9.50

GOLD LEAF, 100 fine, per teel

BAR SILVER, per oz. 25 5/10

THE BLUE FUNNEL LINE

REGULAR DFAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"HECTOR" 15th May, Mars, Ldon, Edam, & Glasgow.
"DIOMED" 23rd May, Mars, Ldon, Edam, & Hamburg.
"AENEAS" 11th June, Mars, Ldon, Edam, & Glasgow.

LIVERPOOL SERVICE.

"GLAUCUS" 2nd June, Genoa, Havre, Liverpool & Glasgow.
"CYCLOPE" 20th June, Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)
"IXION" 11th May, Victoria, Vancouver & Seattle.
"TYNDAREUS" 1st June, Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"BHEXENOR" 8th May, New York, Boston & Baltimore.
"NELEUS" 5th June, New York, Boston & Baltimore.

INWARD SERVICE.

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